

FREE

16-PAGE **GLOBAL AIRLINE GUIDE**

Part 2

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THE GLOBAL AIRLINE SCENE

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EVA Air's Marketing Coup



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FRANCE

KLM UK Engineering
Multinational MRO Provider



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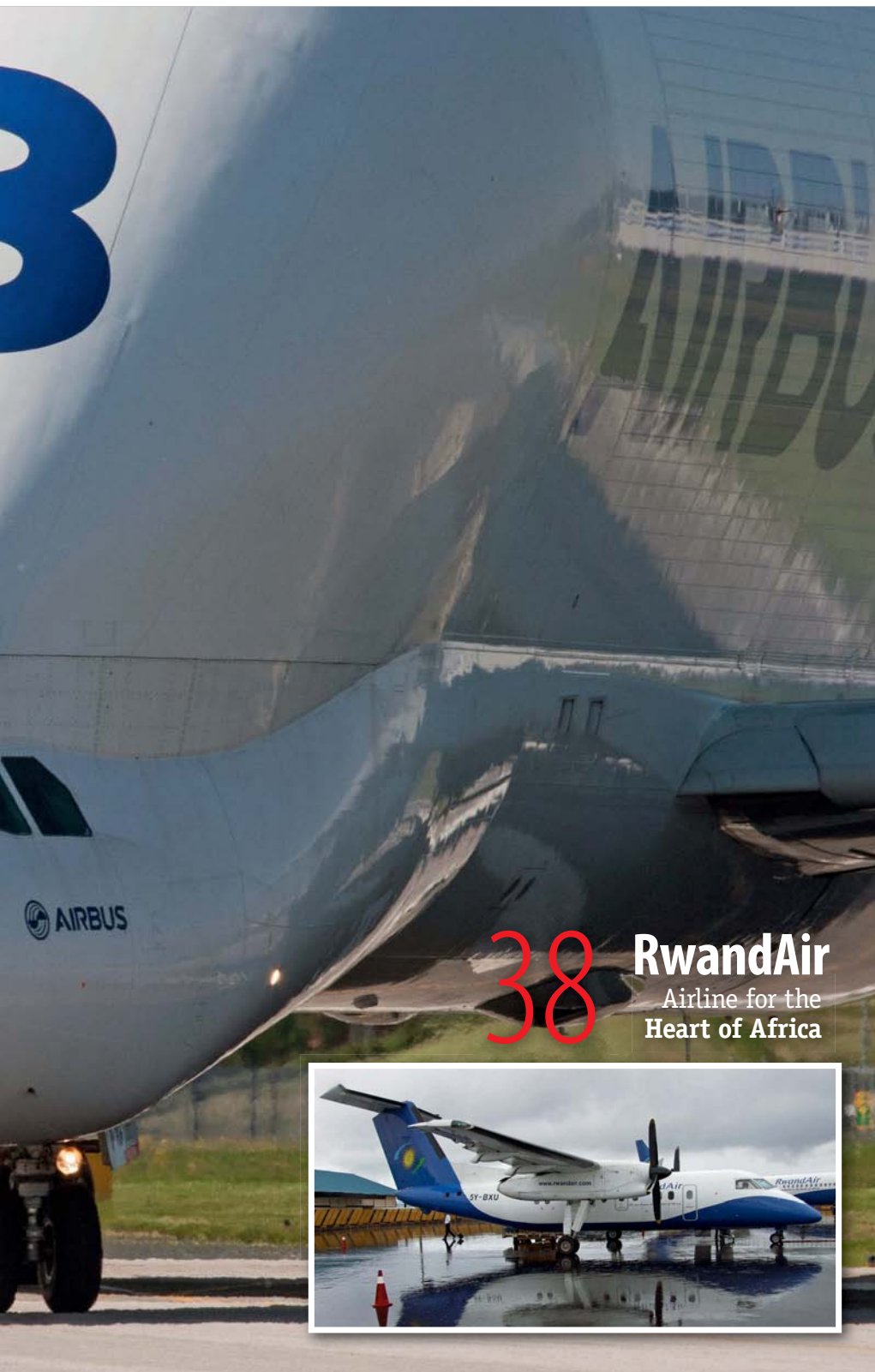
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Welcome



**Airliner
World**

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This page image: An
airBaltic Boeing
737 at Riga.
(Janis Sergis)

I would hate to be the person at an airline who is in charge of acquiring new aircraft types. They've got to juggle the time that the carrier needs the new product with the delivery schedule promised by the manufacturer – and then explain to their CEO why the aircraft is going to be delayed. It appears that any new type introduced in the last ten years has been late – or is forecast to be late.

The Airbus A380 and Boeing 787 Dreamliner have been high-profile examples of this, but it appears that other types in the pipeline are also suffering. In Japan, the Mitsubishi Regional Jet (MRJ) has just announced a delay – or what the company calls “a revamped schedule”. In China, the COMAC C919 has also suffered (see *International News* this issue) with the first flight being put back a year. Meanwhile, we are still (end of August) awaiting more news from Bombardier about the postponed first flight of its CSeries regional jet. In a perfect world, the maiden flight for a new project would be cast in

stone. But it is not a perfect world and as technology is advanced, delays occur and although compensation is never mentioned, it would be naive to think that some form of financial ‘offset’ is not offered to customers by manufacturers to offset the delays.

This month, we launch our ‘Photograph of the Year 2013’ competition – see page 85. Entries will have to be in by the start of January 2014, so either check your files for suitable images or make use of the autumn sunshine to capture the ‘perfect’ image.

Tony Dixon
Editor



Air France Airbus A318. (Airteamimages.com/Jonathan Zaninger)



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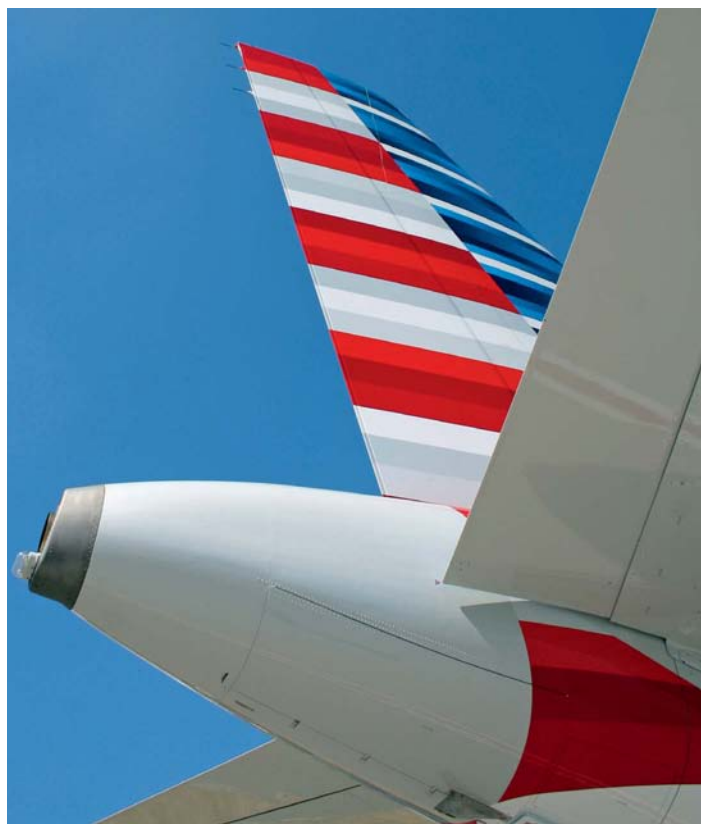
MAJOR ORDER FROM IAG

INTERNATIONAL AIRLINE GROUP (IAG) has signed a purchase agreement with European manufacturer Airbus for 62 A320 Family aircraft for its Barcelona-based low-cost subsidiary Vueling. The deal, announced on August 16, consists of 30 A320neos and 32 of the re-engined A320neos with options for a further 58 aircraft.

It is part of a wider IAG agreement covering 220 jets – in addition to up to 120 examples for Vueling – the firm has also signed a Memorandum of Understanding (MoU) for a further 100 A320neos which could be used by any of its subsidiaries. “Clearly we are very pleased to see Vueling

and IAG come back for more A320s,” John Leahy, Airbus Chief Operating Officer, Customers, commented. “The A320 has the widest and tallest cabin of any single-aisle aircraft for faster turnaround operations and better passenger comfort – we are more than confident that the A320 will continue meeting the high expectations of our customers.”

IAG, which also owns British Airways and Spanish flag carrier Iberia, said the new aircraft would be used to replace some of Vueling’s existing, 70-strong A320 Family fleet and to expand its business. Deliveries are expected between 2015 and 2020. (Photo Airbus)



Airlines Merger Plan Shock

THE US Government and six US States are suing American Airlines (AA) and US Airways in a bid to stop the merger of both carriers that would create the world’s largest airline. *As Airliner World* went to press the deal remained in limbo and a federal judge will decide on any court date. The airlines have suggested November, but the US Justice Department wants to delay the trial until next March; a final decision is pending. Opponents to the merger have argued in representations to US District Judge Colleen Kollar-Kotelly: “By further reducing the number of legacy airlines and aligning the economic incentives for

those that remain, the merger of US Airways and AA would make it easier for the remaining airlines to co-operate, rather than compete, on price and service. This would hurt competition and cost passengers hundreds of millions of dollars a year in higher fares and extra fees.” Away from the merger discussions, AA’s parent AMR Corp has told a US bankruptcy judge that its re-organisation plan should be confirmed despite the Justice Department’s lawsuit. AMR Corp said its plan lays out a timescale describing what would happen if regulatory approval for the merger is delayed. (Photo Craig West)





Heathrow Upgrades Continue

REFURBISHMENT OF London/Heathrow's southerly Runway 09L/27R has moved into its final phase following the replacement of more than 22,000 tonnes of asphalt. The £20 million project, which has taken almost four months, has been complicated by the airport's high level of air traffic, meaning that work could

only be undertaken overnight. The last phase of the refurbishment is the installation of more than 1,000 LED Aeronautical Ground Lights and in excess of 80 miles (130km) of cabling. "During the July heat wave, we had to reorganise our schedule as it was too hot for the asphalt to be laid, but

with careful contingency planning and well co-ordinated teamwork the pace of the project hasn't been affected," Senior Project Manager Andrew Mitchell remarked. "We've successfully laid and grooved the new surface and now we're cracking on with laying the thousands of metres of new cable and connecting

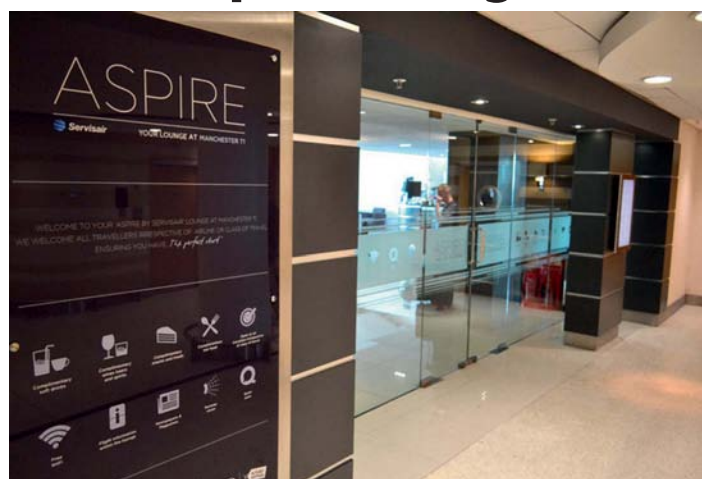
hundreds of lights." Once completed, the runway will be subject to a flight check to ensure the new lights are operating correctly before being declared fully operational. A similar project is planned for Heathrow's northerly Runway 09R/27L next year. (Photo Heathrow Airport)

Aurigny Enters the Jet Age

CHANNEL ISLAND carrier Aurigny Air Services has confirmed plans to acquire an Embraer 195, its first jet. The aircraft – due for delivery in June 2014 – will be used on the carrier's Guernsey to Gatwick service and will provide a much-needed increase in capacity on the route ahead of rival operator Flybe's planned withdrawal in March 2014. The latter recently confirmed that it will abandon the link at the end of the forthcoming

winter season after selling all 25 of its slot pairs at the London airport to easyJet (see *Airliner World*, July 2013). The move will leave Aurigny's six-times daily connection – operated by its three-strong ATR 72 fleet – as the sole link between Guernsey and the capital. The carrier added that it plans to lease a second jet aircraft for up to three months to plug the gap in capacity between Flybe's withdrawal and arrival of its own E195.

Manchester Opens New Aspire Lounge



AIRPORT LOUNGE operator Servisair officially opened its flagship 'Aspire by Servisair' facility at Manchester's Terminal 1 in early August. The lounge, which can accommodate up to 233 customers, offers complimentary Wi-Fi, snacks and refreshments, as well as private work and family booths containing free-to-use Apple iPads and smart televisions respectively.

Shaun Weston, Travel Services Director of Servisair said: "Our new flagship lounge signifies our continued investment in Manchester and our intention to offer the very best pre-flight experience to the travelling public. The 'Aspire by Servisair' brand means that business customers can now expect exceptional service in Manchester Airport." (Photo Servisair)

First Jet for Sólyom



Sólyom Hungarian Airways received its first aircraft, Boeing 737-505 HA-SHA (c/n 24648), on August 18. The jet – named 'Álmos Vezér' after the Grand Prince of the Magyars – performed a flyby before landing at the carrier's Budapest base. (Tamas Kolos-Lakatos)

Thomas Cook to Mirror Condor



Condor has teamed up with German children's book author Janosch in support of the 'A Heart for Children' fund-raising campaign. This partnership is celebrated on the carrier's latest logojet, Boeing 767-330ER, D-ABUE (c/n 26984). (Nik French)

BRITISH CHARTER carrier Thomas Cook Airlines is to use the operating model of its German sister carrier Condor Flugdienst as the basis for its forthcoming restructuring programme. The move, which follows parent firm Thomas Cook's decision to create a single airline division earlier this year, will lead to the development of Manchester as a second long-haul hub alongside Frankfurt. The two carriers' respec-

tive flight schedules will be aligned to improve connectivity, while departures will be re-timed to enable passengers to take advantage of the new feeder network created via a recent interline agreement with Flybe.

"We've planned the summer 2014 schedule [at Manchester] to fit the new requirements with 11:00 departures so that passengers from Belfast, Glasgow, Aberdeen or Norwich can fly in the

same morning," said Thomas Cook Airlines Group's head of long-haul, Jens Boyd.

The British arm will continue to operate direct flights from regional airports across the UK to leisure destinations around the Mediterranean and to the Canary Islands, while services from Gatwick, Manchester and Glasgow to Orlando, Florida and the Mexican city of Cancun will also be retained.

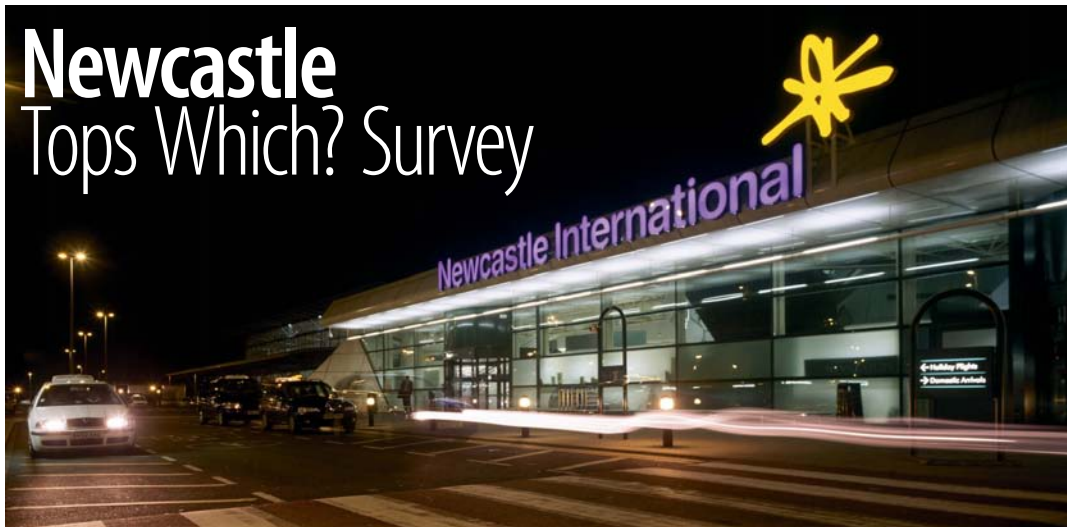
Lufthansa Ponders Widebody Order

LUFTHANSA WILL reportedly use its mid-September board meeting to finalise a multi-billion dollar order for 50 new widebody aircraft. The German national carrier has been assessing replacements

for its ageing fleet of Boeing 747-400s and Airbus A340s and is believed to be considering the 787-10, 777X and A350-1000. It is not immediately clear whether Lufthansa will choose a single

type, or will split the order between Airbus and Boeing, but deliveries of the 50 aircraft – valued at more than \$10 billion based on list prices – are expected to start in 2018/2019.

Newcastle Tops Which? Survey



A SURVEY conducted by Which? magazine has placed Newcastle as the best 'large' airport in the UK. The facility gained a customer satisfaction score of 69%, putting it top of the airports handling more than four million passengers and ahead of Birmingham and London/Heathrow's Terminal 5, which were placed second and third respectively.

The survey asked more than 11,500 people to rate their experiences flying from UK airports over the past year and covered a range of categories including speed of check-in, airport security,

passport control queues, information and navigation and airport design.

"We are delighted at the result," Newcastle Airport CEO Dave Laws commented. "This is very much in line with us securing the AOA Award for best regional airport for four years in a row, and is welcome recognition for our dedicated staff and business partners who work hard to deliver a high-quality customer experience."

By contrast, Heathrow's Terminal 1 and 3 scored 46% and 45% respectively, while London/Luton ranked bottom with respondents describing the country's fifth-busiest airport as "dark and

gloomy" and "poorly designed and poorly signed inside and out".

Significantly, it was the smaller airports – handling fewer than four million passengers – that scored highest with Southend receiving an 84% satisfaction rating. Which? Executive Director, Richard Lloyd, added: "Our research shows a jumbo jet-sized gap in the performance of UK airports, with smaller terminals generally performing better. It is clear some of our major airports have some work to do if they are to keep more of their passengers satisfied." (Photo Newcastle Airport)

in brief

According to Danish press reports, new virtual airline **Greenland Express** plans to use an Embraer 190 to link its Kangerlussuaq base with Copenhagen. The carrier had intended to use an Airbus A319, though Dutch ACMI specialist Denim, which will fly the aircraft on its behalf, does not currently operate the type. Greenland Express was originally expected to launch flights in July but CEO Gert Brask blamed its delayed start up on the Danish authorities.

Copenhagen-based carrier **Jet Time** is to begin operating regional services on behalf of SAS Scandinavian Airlines from October using its soon-to-be-delivered ATR 72-600s. This follows the letter of intent that the two carriers signed in April.

Bristow Helicopters showcased the new AgustaWestland AW189 to its oil and gas clients at its Norwich Airport facility on July 30. The firm is the launch customer for the twin-engined, 8-tonne type with the first of an eventual six examples expected to enter service early next year. (Photo Bristow Helicopters)



The **TUI Travel Group** has confirmed that the Boeing 737-800s operated by its affiliate carriers – TUIfly, TUIfly Nordic, Thomson Airways, Jetairfly and Arke Fly – will be retrofitted with Aviation Partners Boeing's new fuel-saving 'Split Scimitar' wingtip devices. The first modified aircraft is expected to fly in January 2014.

Data released by **London/Heathrow** reveals that the UK's busiest airport handled 6.9 million passengers during July, an increase of 5.5% against the same period last year. Average load factors for the month rose to 82.8%, though the volume of air cargo fell by 6%.

Czech carrier **Travel Service Airlines** has cancelled the 2007 order it placed for a single Boeing 787 Dreamliner. It has, however, finalised a \$301.5 million deal for three 737 MAX 8s first announced at the Paris Airshow in June. The aircraft will be fitted with CFM International LEAP-1B engines along with Boeing's Advanced Technology Winglets.

Greek carrier **Sky Express** has extended its spares support contract with BAE Systems Regional Aircraft until 2016. The Material and Components Repair and Overhaul programme provides spares inventory, logistics and repairs support for the airline's fleet of three Jetstream 41s.



InterSky and SkyWork Poised for Co-Op Deal

INTRO AVIATION, the majority shareholder of Austrian carrier InterSky, is reportedly negotiating a possible co-operation with Berne-based SkyWork Airlines. Intro founder Hans-Rudolf Wöhrli told local press representatives that a tie-up would achieve synergies and reduce costs. He also refused to

rule out the possibility of the Swiss carrier acquiring a minority stake in Friedrichshafen-based InterSky. However, he added that Intro was unlikely to invest in SkyWork – the firm is currently in talks with Air France regarding the potential purchase of Irish subsidiary CityJet. (Photo SkyWork)

End of the Line for Air Alps

WELCOME AIR confirmed on August 21 that it is to liquidate its Innsbruck-based subsidiary Air Alps. This follows the collapse of talks with two potential investors, believed to include the Russian-European Finance & Consulting Agency (REFCA).

Air Alps was acquired by fellow Austrian carrier Welcome Air in 2009 but suspended flights late last year after losing its contract with the Italian province of

Trentino-Alto Adige/Südtirol – for which it operated between Bolzano and Rome. “Together with Air Alps we have been working together to fund a solution and attract a new partner and new business ideas,” said Welcome Air CEO Manfred Helldoppler. “However as none of the potential investors were able to present a successful concept we do not see any possibility of being able to restart the airline.”

Iberia Overhaul Planned

INTERNATIONAL AIRLINES Group (IAG) says it will overhaul the fleet of its wholly-owned Spanish subsidiary Iberia once the carrier’s financial performance improves. The firm, which also owns British Airways and Barcelona-based low-cost operator Vueling, said it has reserved delivery slots with Airbus and Boeing for 32 A350s and 12 787-8 Dreamliners which will replace Iberia’s current fleet of

12 A340-300s, 16 A340-600s and, in the longer term, its recently-delivered A330-300s. It added, however, that firm orders will only be placed once the carrier has completed its restructuring and begins posting sustained profits. IAG CEO Willie Walsh said the Spanish airline was “turning the corner” after it recorded a €245 million pre-tax profit for the first half of 2013, compared to a €4 million loss for the same period last year.

Greek Saga Continues...



THE EUROPEAN Commission confirmed that Greek carrier Aegean Airlines has submitted a revised package of concessions as it moves to address anti-competition concerns relating to its proposed acquisition of Olympic Air. The airline did not elaborate on its latest proposal though its submission suggests that its previous offer to cap fares on key domestic routes did not satisfy the EC’s concerns.

Aegean’s attempted buy-out of Olympic has been ongoing since 2010 with the first merger agreement subsequently

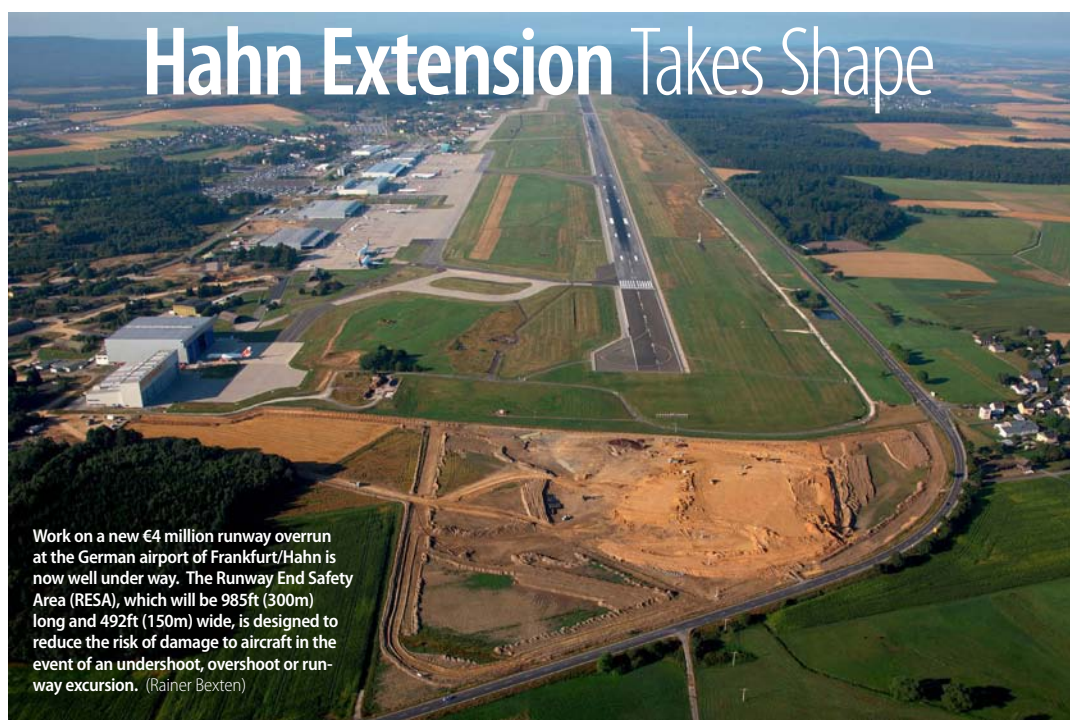
overturned by the EC which “found competition concerns on ten domestic routes out of Athens, with a quasi-monopoly on nine of these routes”. Aegean followed this up in October 2012 with a proposed €72 million buy-out of Olympic, claiming that the “acquisition was crucial for its survival” amid a declining domestic market brought about by Greece’s prolonged recession. The deal is now subject to an in-depth investigation by the EC, which is expected to deliver its decision in October. (Photo Aegean Airlines)

Croatia to Sell Flag Carrier

CROATIA’S GOVERNMENT has announced that it is to privatise its national carrier, Croatia Airlines. The loss-making operator is currently part-way through a cost-cutting exercise aimed at returning it to profit, leading it to reduce both its network and its fleet in recent months. However, it has struggled in the face of increased competition and dwindling passenger traffic and will now be placed on the market, despite previous assurances from the government that it would not be privatised before 2015.

United Arab Emirates’ flag carrier Etihad Airways, which recently acquired a stake in Jat Airways of Serbia, has distanced itself from speculation linking it to Croatia Airlines; however, China Southern Airlines and Garuda Indonesia have both expressed interest in the Zagreb-based operator.

Hahn Extension Takes Shape



Work on a new €4 million runway overrun at the German airport of Frankfurt/Hahn is now well under way. The Runway End Safety Area (RESA), which will be 985ft (300m) long and 492ft (150m) wide, is designed to reduce the risk of damage to aircraft in the event of an undershoot, overshoot or runway excursion. (Rainer Bexten)

Shamrock on the Tyne

AER LINGUS Regional has outlined plans to launch a new service between Dublin and Newcastle from October 24. The 26-times weekly connection will be operated by the Irish carrier's affiliate Aer Arann and its fleet of ATR turboprops. "We are delighted to announce the launch of our newest route to

Newcastle," said Aer Arann's Chief Commercial Officer Simon Fagan. "This new route connects Aer Lingus Regional passengers with one of the UK's most vibrant cities, and means that the airline is now serving nine major UK cities from Ireland. This new route will add up to 65,000 passengers to our network next year."

Aer Arann recently announced a package of measures – including new routes to Manchester and Birmingham – to grow the airline as part of its 'new beginning' strategy which aims to return the company to profitability in 2014. It now operates 550 flights per week to 24 destinations in Ireland, the UK and France.

Air France Wields the Axe Again

FRENCH TRADE union, the General Confederation of Labour (CGT), has announced that Air France is to axe up to 3,000 more jobs as part of its ongoing *Transform 2015* cost-cutting exercise. The carrier is aiming to generate savings of €2 billion over three years but claims that the weak European economy has so far thwarted its turnaround efforts. It has already shed more than 5,100 staff

since it launched *Transform 2015* last year but it is expected to unveil a host of new measures this autumn, including a voluntary redundancy exercise. "The figure going around is between 2,500 and 3,000 job cuts," Didier Fauverte, CGT's General Secretary at Air France said. Hardest hit will be the carrier's ground operations – accounting for around 2,000 jobs –

while the remainder will come from its commercial areas and flight crews. Should the latest element of the restructuring programme receive union approval, it will increase the total number of job cuts within the Air France-KLM Group – which currently employs around 100,000 personnel – to more than 10,000 over the last four years.

Keeping Italians Moving



Alitalia has applied this unusual grey livery to Airbus A320-214, EI-DSA (c/n 2868). The aircraft, which carries the slogan 'Muoviamo chi muove l'Italia' (we move the people who keep Italy going), is pictured visiting Manchester, UK, on August 2. (Nik French)

Norwegian Eyes Irish Expansion

OSLO-BASED LOW-COST carrier Norwegian Long Haul has applied to Ireland's Commission for Aviation Regulation for a permanent Air Operator's Certificate (AOC). The airline – launched as a subsidiary of Norwegian Air Shuttle on May 30 – has already registered its first two Boeing 787 Dreamliners, EI-LNA (c/n 35304) and 'LNB

(c/n 35305), in Ireland under a temporary AOC. However, this arrangement is due to expire at the end of 2013. The carrier said it is using the Irish registry as a means of circumventing restrictive Norwegian laws that prohibit the employment of staff from outside the European Economic Area – the air-

line has a hub in Bangkok and is planning to recruit Thai flight attendants. Furthermore, Norway forbids domestic carriers from permanently operating aircraft registered under another country's AOC leading to speculation that Norwegian Long-Haul may be forced to relocate its headquarters to Ireland.

Hajj Charters



Garuda Indonesia has acquired a pair of Boeing 747-400s, EC-KSM (c/n 27178) and EC-KQC (c/n 26549), on short-term lease from Spanish carrier Air Pullmantur. The aircraft will be used on Hajj pilgrimage charter flights. (José Ramón Valero)

in brief

UK air traffic control provider **NATS** handled 209,845 flights during July 2013, an increase of 1% against the same period last year. However, overall figures for the year are down on 2012 while air traffic control-induced delays increased to an average 6.3 seconds per flight. This was attributed to the introduction of a new control tower at Manchester and a technical problem at NATS' Swanwick control centre.

Leeds Bradford-based **Jet2** has confirmed plans to base one of its eight Boeing 737-800s in Lanzarote for the winter season. The aircraft is expected to operate services to regional airports across the UK. (Photo Key – Craig West)



UK ACMI charter specialist **Titan Airways** has been awarded Category 3B approval for its recently delivered Airbus A320-233, G-POWI (c/n 2791). This means it can operate the jet in poor weather conditions and can land in visibility of just 250ft (75m) where airports are adequately equipped.

airberlin has confirmed plans to acquire a new Boeing 737-800 from Air Lease Corporation, and has also agreed a five-year extension on six aircraft currently flying with the German low-cost carrier (four 737-800s, an A320 and an A321).

LOT Polish Airlines says it is in advanced talks with Abu Dhabi-based Etihad Airways over a possible equity investment. The UAE-based carrier recently acquired a stake in Serbian airline Jat Airways (see *Airliner World*, September 2013) and also holds shares in Aer Lingus and airberlin.

Helsinki Airport was expected to have opened a new relaxation area inside Terminal 2 during early September. The zone – located near Gate 31 – is marketed as a "calm and peaceful space where passengers can relax, rest and even sleep". As well as comfortable seating, sleeping pods and tubes are also available.

Airliner World

is looking for additional regular contributors from around the globe, so if you have photographs, news stories or articles covering modern or historic commercial aviation subjects, we would love to hear from you.

Please contact the editorial team at

airlinerworld
@keypublishing.com



New Staff Shuttle

BAE Systems' Corporate Air Travel division has added Embraer ERJ-145EP, G-OWTN (c/n 145010), to its fleet. The aircraft will be used on the manufacturer's staff shuttle services. (Ian Simpson)

Austrian Begins Fokker Phase-Out

AUSTRIAN AIRLINES is pressing ahead with its short-haul fleet renewal exercise after retiring Fokker 70, OE-LFK (c/n 11555), on August 1. The Vienna-based carrier intends to phase out two more examples this winter and is tentatively replacing the jets with Airbus A320s.

Austrian's board of directors has reiterated its intention to replace the entire 23-strong Fokker 70/100 fleet with a 'new generation' regional jet by 2018 (see *Airliner World*, January 2013). It is reportedly evaluating several different types and is expected to reach a decision during 2014.

Germania Plans Brandenburg Debut

OLIVER PAWEŁ, Chief Commercial Officer at Germania, has confirmed that the Berlin-based charter carrier will be the first to operate passenger services from the city's new Berlin Brandenburg Airport. The much-delayed facility is

expected to welcome its first airline on November 1 when Germania relocates from nearby Tegel and Schönefeld. The carrier, which will operate from Brandenburg's 'Pier Nord' (North Pier), intends to launch scheduled services

to Adana, Beirut and Skopje, along with charters to destinations in the eastern Mediterranean. Originally planned to open in May 2012, Brandenburg will ultimately replace Berlin's other airports at Schönefeld

and Tegel, but construction problems have led to it missing four official opening dates – it is now expected to undergo a phased opening and aims to be fully operational by mid-2014 (see *Airliner World*, June 2013).

Strong Growth at Manchester

MANCHESTER AIRPORT claims that this summer will be its busiest for five years after the number of passengers handled during July exceeded 2.2 million for the first time since 2008. This represents a 4.4% increase over the same period in 2012, while traffic for the year to date has surpassed 7.8 million, up 5.6%.

"We are delighted to see passenger numbers continuing to rise," said Ken O'Toole, Chief Commercial Officer for the facility's owner, MAG. "This is set to be our busiest summer in five years thanks to a host of new routes, increased services and our successful 'Fly Manchester' campaign helping to attract passengers throughout our large catchment area."

A Grand Old Jet

This Boeing 737-35B, LY-BGC (c/n 23972), is operated by new Lithuanian charter specialist Grand Cru Airlines. The 1988-vintage jet wears the basic livery of former owner Aurela. (Javier Rodríguez)



Subcarpathian Promotion



Eurolot's Bombardier Dash 8-402, SP-EQE (c/n 4417), has been repainted in this eye-catching livery as part of a three-year deal to promote the southern Polish province of Podkarpackie (Subcarpathia). (Viktor László)

Luxair Selects KLM UKE

LUXAIR HAS contracted Norwich-based maintenance, repair and overhaul (MRO) provider KLM UK Engineering (KLM UKE) to undertake heavy maintenance checks on its two Boeing 737s.

The MRO's Sales Director David Spalding commented: "I am delighted that Luxair has selected us as maintenance provider for its 737 aircraft. The team is pleased to have been recognised as the best solution at this time for Luxair and look forward to further developing this partnership."

AIR LIVERY

The Partner of Choice

Spotlight on Thomson Airways



“Thomson Airways relationship with Air Livery commenced in 2008 when Air Livery was selected to be our aircraft refinishing partner. This selection was the result of market bench marking and a competitive tender where Air Livery was chosen over its competitors based on quality, price, availability, location, flexibility and customer experience.”

“Recently we contracted Air Livery to rebrand our entire fleet with 15 aircraft completed to date and a further 25 aircraft to follow during the winter period 2013/2014. Air Livery is also our partner of choice for our End of Lease requirements; with the challenging nature of these programs great flexibility is required and Air Livery constantly provides this and will always accommodate any last minute changes despite how complex the situation may be.”

Jerry Degnan
Thomson Airways
Aircraft Maintenance Manager
Outsourced Engineering
& Maintenance

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OUR EXPERIENCE SHOWS IN EVERYTHING WE DO

Ukraine Expansion Continues



UKRAINE INTERNATIONAL Airlines (UIA) added another new type to its fleet in late July when it took delivery of three Boeing 737-900s. The jets – one brand new and two

second-hand, former Sky Airlines examples – are the latest element of the carrier's ongoing fleet expansion programme under which it has acquired almost 20 new aircraft in

2013 alone.

UIA's brand new CFM56-7BE-powered 737, UR-PSI (c/n 41534), was delivered direct from the manufacturer's facility in Seattle, Washington, and

is configured in a two-class, 179-seat layout. It operated its first revenue-earning service, from Kiev to Larnaca and back, on August 4. (Photo Bulent Kavakkoru)

UAC Eyes Superjet Upgrades

UNITED AIRCRAFT Corporation (UAC) has unveiled plans to further develop Sukhoi's Superjet 100 (SSJ100). The state-owned consortium – which incorporates a host of Russian manufacturers including Ilyushin, Tupolev and Yakovlev – is moving to consolidate domestic aircraft production and will use the new variants to plug the gap between the existing SSJ100 and Irkut's MS-21 series of airliners. UAC confirmed it will proceed with a stretched 115-seat Superjet with entry into service expected in 2016. Meanwhile, work will also begin on the upgraded 'Superjet NG', which will feature a longer cabin for up to 160 passengers, the MS-21's composite wings and Pratt & Whitney PW1000G engines in place of SSJ100's NPO Saturn SaM 146s. The NG – launched following Irkut's decision to axe the 150-seat MS-21-200 – is expected to enter service in 2019.

S7 Increases Sibir Stake

THE S7 Group has increased its shareholding in Sibir Airlines (which operates as S7 Airlines) following the \$35.6 million acquisition of a 25.5% stake from the Russian Government. The deal – which increases S7's share to almost 97% – was originally agreed in late May but has been subject to regulatory approval. According to *Interfax News Agency*, Russia's Federal Agency for State Property Management (Rosimushchestvo) had been trying to sell its stake in the carrier since 2001.

First Widebody for Wind Rose



Former Malaysian Airlines Airbus A330-223, UR-WRQ (c/n 296), at Manchester, UK, following repainting with Air Livery. Ukrainian carrier Wind Rose Aviation took delivery of the jet on July 25. (Charles Cunliffe)

Ural's Airbus Revolution Continues



Yekaterinburg-based Ural Airline's latest Airbus A321-211, VP-BVP (c/n 2707), arriving at Palma de Mallorca. The carrier began phasing out its ageing Russian-built aircraft in 2010 and now operates almost 30 Airbus jets. It received this particular example in June. (Javier Rodriguez)

Aviastar Prepares for Tu-204SM

RUSSIAN AIRCRAFT manufacturer Aviastar is preparing to launch serial production of the new Tupolev Tu-204SM ahead of an expected order from recently re-launched carrier Red Wings (see *Airliner World*, September 2013).

The aircraft received its type certificate from the Russian authorities in June and is the latest variant of the Tu-204 twinjet, incorporating an upgraded interior, new electronics and a range of aerodynamic improvements.

Aviastar, based in the Ulyanovsk special economic zone in central Russia, is planning to assemble ten examples for the Moscow/Vnukovo-based carrier, along with a further ten for the defence ministry, by 2017.

Loukostera Strides Forward

AEROFLOT HAS confirmed its new low-cost subsidiary, Loukostera, could launch operations as early as spring 2014 (see *Airliner World*, August 2013). This comes after Russia's transport minister, Maxim Sokolov, approved a series of legislative changes permitting the sale of non-refundable tickets and the introduction of a baggage fee.

The no-frills carrier (which is expected initially to operate a fleet of eight Airbus A320s or Boeing 737s and is likely to be based at either Moscow/Sheremetyevo or Vnukovo) will operate as a standalone carrier offering fares that are "20-40% cheaper than traditional airlines".

Sukhoi Rescue Approved

RUSSIAN PRESIDENT Vladimir Putin has officially approved a bailout plan for the Sukhoi Civil Aircraft Company (SCAC). The manufacturer, which builds the Superjet 100 regional aircraft, is currently \$2.1 billion in the red but, under the recovery plan, is expected to break even by 2015. One of its largest debts is the almost \$600 million owed to Vnesheconombank (VEB), though some of this will be exchanged for shares in SCAC's parent firm, Sukhoi Holding Company.

Russia to Build Western Types



TWO RUSSIAN firms are believed to be on the verge of agreeing separate deals to build Western-designed aircraft under licence. Business daily *Vedomosti* reports that a final assembly line for the Canadian Viking Air DHC-6 Twin Otter 400 could be established in the Ulyanovsk special economic zone in central Russia as early as next year. Local production of the 19-seat utility aircraft – which has recently entered service with Vityaz Avia

– could reach 24 units per year.

Meanwhile, Russian Technologies State Corporation is rumoured to be nearing a similar deal to assemble Bombardier Dash 8-Q400s. Talks between the two parties have been ongoing since February (see *Airliner World*, January 2013) with aircraft final assembly expected to be completed by the Aviakor aviation plant in Samara. (Photo Viking Air)

Mil Soldiers On



Motor Sich's rarely seen Mil Mi-8MSB, UR-MSF (c/n 9744312), was a welcome visitor to the recent airshow at Keszthely, Hungary. (Malcolm Bezzina)

Air Armenia Branches Out

YEREVAN-BASED cargo carrier Air Armenia was expected to have inaugurated twice-daily passenger flights to Moscow/Vnukovo in late August. The move follows the failure of former national airline Armavia earlier this year (see *Airliner World*, June 2013).

Air Armenia has also been granted

rights to serve five other destinations from Yerevan: St. Petersburg, Krasnodar, Rostov, Samara Kurumoch and Adler/Sochi. The traffic rights have been awarded on a temporary basis and are subject to certain performance criteria which, if satisfied, could lead to Air Armenia eventually being designated Armenia's flag carrier.

Polet Expands Charter Ops

POLET AIRLINES General Director Anatoly Karpov has confirmed the Voronezh-based carrier is to lease at least five 150-seat Airbus or Boeing jets. The aircraft, which are expected to arrive by April 2014, are in response to increasing demand for charter flights to leisure destinations around the Mediterranean. "The new jets will help us increase the

capacity on popular routes to Turkey, Greece and Spain," Karpov said. "The demand on these destinations is increasing and we don't have enough aircraft to satisfy it."

He added that the deal – likely to be for either A320s or 737s – will be completed once Voronezh airport gains approval to service the jets.

in brief

Sukhoi's long-range **Superjet SSJ100-95LR** received its type certificate from Russia's Interstate Aviation Committee (IAC) on August 22. The aircraft – which can fly 2,845 miles (4,578km) – features a higher take-off weight and more powerful engines than the standard SSJ100. The first example is due for delivery to Gazpromavia during the third quarter of this year.

Saratov-based **Saravia Airlines** is to become the first carrier in Russia to operate the Embraer E-Jet after concluding a deal with GE Capital Aviation Services (GECAS) subsidiary Celestial Aviation Trading 33 to acquire two E195s on a seven-year lease. The aircraft are believed to have been selected over the Bombardier Dash 8-Q400 which was being offered by Ilyushin Finance (see *Airliner World*, May 2012).

UTair Aviation has provided the State Arctic and Antarctic Research Institute's latest expedition with a specially configured Eurocopter Bo 105 helicopter. The aircraft, which will operate from the Russian icebreaker **Kapitan Dranizyn**, will be used by the research team for ice reconnaissance and surveillance flights. (Photo UTair Aviation)



Moskovia Airlines became the third Russian carrier – after Aeroflot and Yakutia Airlines – to operate the Sukhoi Superjet 100 when it took delivery of its first of two, RA-89021 (c/n 95021), in early August. The aircraft, acquired on lease from the manufacturer, was originally destined for failed Armenian carrier Armavia.

New Kyrgyz start-up **TezJet** was expected to have launched domestic services from Bishkek to Batken and Osh in late August using former Avia Traffic Company and Brussels Airlines British Aerospace 146-200, EX-27002 (c/n E2172).

St Petersburg/Pulkovo Airport reported an increase in passenger traffic of 15.2% for the first six months of the year compared to 2012. The facility handled 5,643,746 travellers during the period, while aircraft movements rose by 5.8% to 62,304.

Uzbekistan Airways has officially retired its last remaining Airbus A310-324, UK-31003 (c/n 706), from revenue service. The jet, which operated its final flight from Dubai to Tashkent on July 31, is one of the three examples currently up for sale as part of the carrier's ongoing fleet modernisation programme.

Figures released by Russian national airline **Aeroflot** reveal that, during July, it carried more than two million passengers for the first time. It said that total passenger traffic for the first half of the year exceeded 9.5 million, an increase of 20.2% on the same period in 2012.

Air Namibia A330-243



The first Airbus A330-243 for Air Namibia, F-WWYC/V5-ANO (c/n 1451), was ready for delivery at Toulouse, France in August. (Toulouse Spotting Family/JPYP)

Rotana Flies to Dubai

UNITED ARAB Emirates domestic carrier Rotana Jet has launched its first operations from Dubai with new links to Sir Bani Yas Island and Abu Dhabi's Al Bateen Executive Airport. A 50-seat Embraer ERJ 145 is used on the three

times weekly flights. The journey between Abu Dhabi and Dubai, the two largest cities in the UAE, will be a 20-minute block sector and will appeal mainly to business travellers wanting to avoid the sometimes difficult

road journey. The airline also points out that with initial one-way fares from AED150 (UAE dirhams – approximately \$40), some passengers will be paying less than the average taxi fare between the two cities.

Record Passengers at Dubai

WITH A total of 32.6 million passengers handled in the first half of 2013 – with 5.5 million in June alone – Dubai International Airport has broken all previous records. Overall traffic is expected to exceed 65.4 million in 2013.

The average monthly passenger figure recorded in the first six months of the year stood at 5.44 million compared to 4.65 million during the corresponding period in 2012. Aircraft movements in June amounted to 30,191, up 10.1% from 2012, while freight increased by 10.2% to 1,196,894 tonnes.

Jubba Airways Changes Colours

Jubba Airways of Somalia has amended its colours with the addition of a dark blue tail with logo as seen on Boeing 737-4B7, 5Y-BZL (c/n 24550), at Dubai. (Paul Denton)



Low-Cost Business Class

DUBAI, UAE-based budget carrier flydubai has begun selling Business Class fares in preparation for the launch of its premium service operations – to Kiev – in October.

The carrier took delivery of its first two-class Boeing 737 in early August and a second is expected before the start of services. All further new aircraft will be configured with both Business and Economy seating, and existing aircraft will be retrofitted to include the premium option.

The Business Class fare will include extras such as premium seats, checked baggage, food and in-flight entertainment (which are chargeable for Economy Class passengers).

First SAA Airbus A320

South African Airways (SAA) has taken delivery of the first two Airbus A320s from a total of 20 A320 Family aircraft ordered from the manufacturer in 2010. Powered by IAE-V2500 engines, the A320s have a two-class cabin, seating 24 in Business Class and 114 in Economy. They will replace the current fleet of Boeing 737-800s and will augment the A319s already in service as part of carrier's ongoing fleet modernisation plan. (Photo Airbus)



Emirates Executive Private Jet Services

EMIRATES AIRLINE has announced the launch of its private jet service with a VIP-configured Airbus A319.

"Emirates Executive elevates the high standards and quality that our customers have come to expect, with the flexibility and luxury that can only be offered by a private chartered flight," said Adnan Kazim, Emirates' divisional

senior vice president – planning, aeropolitical and industry affairs.

"We have seen an increasing demand in the private travel segment, especially in the Middle East and Europe as well as in markets such as India, Russia and China, and with Emirates Executive and the launch of its website, we are looking to tap into this niche market."

The configuration of the A319 is based on two main zones, with the first having a dining area and executive lounge designed to seat up to 12 passengers, combining a work station and a rest zone with sofas and large HD LCD screens. The second distinct area comprises ten private suites each featuring a fully lie-flat seat and an HD LCD screen.

Iraqi Airways First NG 737

THE FIRST Next-Generation (NG) Boeing 737-800 has been delivered to Iraqi Airways (see *Airliner World*, September 2013). It is the first of 30 that the airline ordered in 2008.

"The Next-Generation 737-800 will play a key role in helping us modernise our fleet and integrate into the regional and international commercial aviation system," said HE Hadi Al Ameri, Iraq's Minister of Transportation.

NATS in the UAE

UK AIR traffic provider NATS has received approval from the UAE General Civil Aviation Authority (GCAA) to operate as an Instrument Flight Procedure Design organisation. NATS is now eligible to provide air traffic design, management, and maintenance in the UAE.

"We are pleased to receive this certificate from the GCAA," said John Swift of NATS. "With the continuous expansion, there are challenges that need to be addressed."

Domestic Saudi Services

FOLLOWING THE recent award of two licences by the General Authority of Civil Aviation of Saudi Arabia (GACA) to operate domestic services within the Kingdom, it was apparently implied that Gulf Air was going to operate the services. However, the Bahraini carrier has issued a statement saying that it did not bid for and has not been awarded domestic traffic rights to operate in the Kingdom, but was acting in a consultative capacity only to the Al Qahtani Group, a consortium of privately owned companies based in Saudi Arabia. Gulf Air's name and brand remain independent of the new domestic ventures.

Etihad Expands in Oz



The latest Airbus A320-232 for Etihad Airways, F-WWDT/A6-EIS (c/n 5714), was undergoing test flights at Toulouse, France in August. (Toulouse Spotting Family/YPJP)

THE NATIONAL carrier of the United Arab Emirates, Etihad Airways, has outlined a range of major changes to its Australian operations, including new aircraft, new routes, additional flights and new airport facilities.

Speaking in Sydney at the CAPA Australia Pacific Aviation Summit, the airline's President and CEO, James Hogan, said Australia was an important market for the airline and one for which there were exciting growth plans. "Virgin Australia is a key member of our ever-expanding airline equity alliance, and Etihad Airways is an

active and long-term investor in Virgin," he said. "We have a significant presence in Australia, with 28 weekly departures, annual expenditure of over \$100 million, direct employment of 106 staff and the employment of 415 local contractors." Expansion plans include the use of Airbus A380s on the routes to Sydney and Melbourne from Abu Dhabi, the construction of premium lounges at Sydney and Melbourne airports from 2014, additional flights to Melbourne and Brisbane and the start of non-stop flights to Perth.

Short 360 in Greece



Based at Rhodes/Diagoras Airport in Greece, Ayeet Aviation's Short SD360, 4X-AVP (c/n SH3758), is on contract to Olympic to supplement its Bombardier Dash 8 fleet for inter-island flying in and around the Aegean transporting passengers and cargo. Ayeet also uses an SD330 and Skyvan, and plans to acquire a Boeing 737 to expand the company's charter services. (Geoff Jones)

More Baggage With Qatar Airways

QATAR AIRWAYS has increased its baggage allowance for passengers. Those travelling in Economy Class can now carry 66lb (30kg) – increased from 50lb (23kg) – while allowances for those in Business and First Classes will increase to 88lb (40kg) and 110lb

(50kg) respectively. The number of bags remains the same depending on the type of ticket purchased. "Revising our standard baggage allowance comes at a time when the number of destinations we fly to is increasing and our global reach is

broadening," said CEO Akbar Al Baker. "The number of customers we see travelling for longer periods of time, whether for business or on holiday, reflects the necessity for increased baggage allowance no matter [what] their destination."

in brief

The rebuilt **Akanu Ibiam International Airport** in Enugu, Nigeria has welcomed its first international flight, an Ethiopian Airlines Boeing 737-800, ET-APL (c/n 40965). The aircraft, which had taken off from Addis Ababa, was greeted with a water cannon salute on arrival on August 24.

As part of its Capacity Enhancement Programme (CEP), Abu Dhabi Airports Company is soon to open **Abu Dhabi International Airport's** (ADIA) new VIP terminal. It is scheduled to welcome passengers in the fourth quarter of 2013 and will be available to all travellers flying to and from ADIA at a fee. (Photo ADAC)



UK-based **Acro Aircraft Seating** has secured a contract to manufacture and install its Ultra R seats aboard South African carrier **Mango Airlines'** entire fleet of Boeing 737-800s. The deal which includes six shipsets and equates to 1,116 Economy Class seats, marks the first major African client for the Redhill, Surrey-based firm.

Flights were diverted and passengers left stranded after a large fire gutted the international arrivals area at **Jomo Kenyatta International Airport** in Nairobi on August 7 resulting in the closure of the airport. No injuries were reported.

Latest Freighter for Avianca Cargo



Avianca Cargo has taken delivery of its third – of an eventual four – Airbus A330-243Fs, N332QT (c/n 1428). The aircraft was delivered on July 6 in an all-white colour scheme to Medellín/José María Córdova International Airport where it received the carrier's full livery. (Robert Collazo)

Endeavor Air Debuts

DELTA AIR Lines' regional subsidiary Pinnacle Airlines has been renamed Endeavor Air and started operating under the new title on August 1. The carrier became a wholly-owned subsidiary in April, following its emergence from Chapter 11 bankruptcy protection.

"We chose Endeavor Air because it evokes an image of innovation, excitement and the adventure of a journey," said CEO Ryan Gumm. "The name captures not only the extraordinary efforts we have made already, but also those that are still ahead."

PAL Airline Re-invents Itself

CHILEAN CARRIER PAL Airlines has revealed it stopped scheduled operations during August, but will continue to fly as a charter-only company. It explained the business model changed as the need for more flexibility to exploit new mining contract opportunities in the northern regions of the country. Currently, PAL is flying 16 flights per week and expects

this to rise quickly to around 28. Part of its plan is to offer better options for Chilean tour companies for charters during the southern hemisphere's summer season as well as using its aircraft for freight services. PAL currently operates two Boeing 737-300s with a third example expected to join its fleet soon. (Álvaro Romero)

Name Change in Brazil



Brazilian charter operator Whitejets has decided to change its title to, as the company puts it "a more Brazilian name" – POPBrasil. It plans to adopt a different business model and become a regular charter carrier, subject to government approval. Four more aircraft are to be added to its fleet including this former US Airways Boeing 737-3B7, N529AU (c/n 24411), as well as a 737-400, a 767-200 and a 767-300. (Roberto Collazo)

Sunrise Airways Expands

SUNRISE AIRWAYS, the new Haitian start-up airline based in Port-au Prince, launched daily scheduled passenger services between Cap Haitien and Providenciales, Turks and Caicos Islands on August 26. The route marks the first international link for the carrier and is

an important step in the company's efforts to establish a hub in Haiti to better serve the Western Caribbean. Connecting rotations are also available from Port-au-Prince, with two morning departures from the Haitian capital, feeding the northbound flight

from Cap Haïtien to Providenciales, it also offers two afternoon departures from Cap Haïtien to Port-au-Prince for added convenience. Sunrise Airways will deploy a 19-seat Jetstream 32 EP on the new route. (Photo Sunrise Airways)



Aeromexico Receives First Dreamliner

INTERNATIONAL LEASE Finance Corporation (ILFC) and Aeromexico celebrated the delivery of the American carrier's initial Boeing 787-8 when N961AM (c/n 35306) was handed over at a ceremony at the manufacturer's Everett facility on August 15. "The arrival of our first Boeing 787 Dreamliner represents a milestone for the Mexican aviation industry," the airline's CEO, Andres Conesa, enthused. It is the first of nine of the -8 variant that the Mexican carrier will operate, five of which will be leased from ILFC. As part of its fleet modernisation plans it has 19 Dreamliners on order, including ten examples of the larger 787-9 variant. Aeromexico's Dreamliners will be configured with 32 Clase Premier lie-flat seats and 211 seats in Economy.

Argyle Update

CONSTRUCTION OF the new Argyle International Airport on the island of St Vincent in the Caribbean continues with the runway and earthworks now 85% complete. While the state-of-the-art terminal building is structurally fin-

ished, it has a stainless steel insulated roof, specifically designed to keep the building cool and lessen the use of air conditioning. Large expanses of glass are being used for the external walls to allow natural light into the departure and

arrival halls. The building is scheduled to be completed by the end of the year, after which the internal fit process can begin. All construction is due to be finished by next July. (Photo International Airport Development Company)



Air Canada Details 787 Deal

CANADIAN NATIONAL carrier Air Canada has revealed further details of the breakdown of its commitment to 37 Boeing 787 Dreamliners made in November 2005. It has split the order and is expecting to receive 15 -787-8s and 22 787-9s, although it declines to say whether the -9s are convert-

ed examples or new aeroplanes. Executive Vice-President and Chief Financial Officer, Michael Rousseau said the carrier was due to take delivery of six -8s in 2014, instead of seven previously announced (as a result of one jet delivery being moved back a month to January 2015). He said the airline was

excited about the international growth opportunities ahead and the industry-leading unit costs that the Dreamliner provides. Air Canada is also due to receive four additional 777-300ERs in August, November and December of this year, with the final aircraft handed over next February.



Conviasa Increases E-Jet Fleet

Venezuelan national carrier Conviasa has increased its firm orders for Embraer E190s to 13 following the conversion of seven options from the original deal it signed in July 2012. The airline already has six jets in service and still holds options for another seven. (Embraer)

Los Angeles – San Francisco Shuttle

DELTA AIR Lines is introducing an hourly non-stop shuttle service between Los Angeles and San Francisco International airports from September 3. The Delta Shuttle will fly 14 daily rotations tailored specifically for business travellers. Flights depart at the top of the hour

starting at 07:00 Monday to Friday and will be operated by Delta Connection partner, Compass Airlines, using Embraer 170s configured in a 76-seat layout: 12 First Class, 12 Economy Comfort and 52 Economy seats. "Our new Delta Shuttle on the West

Coast is designed to make doing business between Los Angeles and San Francisco easier. And with a product that is tailored to California, we're also making business travel more enjoyable and productive," said Tim Mapes, senior vice president – marketing.

in brief

The **Federal Aviation Administration's (FAA)** latest runway safety enhancement, runway status lights, have become operational at Washington/Dulles International airport. The new system, which came into use on July 25, uses a series of coloured lights embedded into the runway and taxiways to help prevent incursions. It offers pilots and vehicle operators a simple visual system to determine whether it is safe to cross or enter a runway. The FAA plans to install the light system at 23 US airports by the end of the year.

WestJet Airlines, the Canadian low-cost carrier, has agreed to lease two Boeing 757-200s from Thomas Cook Airlines for its winter season non-stop links to Hawaii. The flights, which are still subject to regulatory approval, will support increasing demand from its sister company, WestJet Vacations for services to the islands of Honolulu and Maui. (Photo Barry Woods-Turner)



Aerolíneas Argentinas is to introduce a daily non-stop service from Buenos Aires to New York/John F Kennedy Airport from December 15. The night flights will operate in both directions, allowing connections with other strategic partners of the SkyTeam alliance. It will use 264-seat Airbus A330-200s on the route.

Air Transat has become the first airline in the world to renew its International Air Transport Association's IOSA (IATA Operational Safety Audit) based on the E-IOSA methodology. In 2011 IATA introduced E-IOSA, which involves ongoing internal assessment processes to provide enhanced value and continuity of the audit process. At IATA's request, Air Transat participated in the development of the new programme, which becomes mandatory for all IATA members from 2015.

Miami International Airport-based **Centurion Air Cargo** took delivery of its first Boeing 747-4R7F freighter on August 27. The aircraft previously flew with Cargolux Italia as LX-KCV (c/n 25868) and will join the freight specialist's fleet of four McDonnell Douglas MD-11Fs operating services throughout South America.

Due to the high demand in air services between St Cloud, Minnesota and Phoenix-Mesa, Arizona, **Allegiant Airlines** will add a third daily flight between the two from February 12, 2014. It will also start a seasonal service to Orlando-Sanford Airport beginning in December and running through to April. (Ryan Mont)



A selection of interesting aircraft photographed recently in the Americas.

Copa Airlines' Boeing 737-8V3, HP-1825CMP (c/n 40870), has carried 'BioMuseo' special titles since its delivery in September 2012. Panama's 'Biomuseo' (museum) aims to educate people about the biodiversity of wildlife in the country. (Robert Collazo)

Americas Snapshot



Another new Frontier Airlines colour scheme is 'Mickey the Moose', which features on the tail of Airbus A319-112 N954FR (c/n 1086). (Cary Liao)



Making a dramatic turn on short finals into Washington's Ronald Reagan Airport is Virgin America's Airbus A319-112, N524VA (c/n 3204). (Brian McDonough)



Surf Air is a new Burbank, California-based carrier. It operates three Pilatus PC-12s – including N806SA (c/n 0558) – with six more due shortly. Routes include Sonoma and Las Vegas. (Barry Ambrose)



Startup carrier Haiti Aviation operated its inaugural flight from Haiti to Miami, Florida on July 21 using this ex-Dutch Antilles Express McDonnell Douglas MD-83, N120MN (c/n 53120). (Robert Collazo)



Ex-World Airways Boeing 747-412BDSF, N743WA (c/n 26562), is now owned by Southern Air and operated a military charter into Portsmouth/Pease International in July. (Darryl Sarno)



Arriving at Baltimore Washington International from Thule Air Base, is ATI – Air Transport International's Boeing 757-2Y0(F), N753CX (c/n 26152). It was delivered to the carrier in April. (Brian McDonough)



Aeromar of Mexico has received the first ATR 72-600 turboprop to be registered in the country – in the shape of XA-NLP (c/n 1086). (ATR)

Artistic Boeing

Shandong Airlines received Boeing 737-85N, B-5786 (c/n 39127) on August 6 wearing this special promotional livery for the Tenth China Art Festival, which is being held in Shandong in October. The aircraft is pictured a day later passing through Honolulu, Hawaii, on its delivery flight. (Ivan K Nishimura/Blue Wave Group)



Zest Returns from Grounding

ZEST AIR'S Air Operator Certificate (AOC) was suspended by the Civil Aviation Authority of the Philippines (CAAP) on August 16, after it had reportedly infringed at least six of its regulations. CAAP said it ordered an investigation into the carrier's operations as a result of an increase in unscheduled maintenance incidents and delays to services. It claimed to have identified infringements including a lack of a qualified accountable manager, someone with the authority to ensure all flight and maintenance activities could be financed and carried out to the highest degree of safety standards. It also cited a failure to check aircraft logs, manifests and weather forecasts prior to flights, refuelling one of its jets while pas-

sengers were onboard, and excessive flying hours for pilots.

On August 18, Zest Airways appealed to the CAAP to reconsider its indefinite suspension order and stressed it hadn't violated any safety issues. CAAP responded by insisting that visible improvements had to be made before it would re-instate the carrier's AOC.

Two days later the country's Flight Standards Inspectorate Service determined the situation had improved sufficiently to allow flight operations to resume. Zest Air reported the grounding affected more than 7,000 passengers per day and cost the carrier 70 million Philippine Peso (\$1.6 million) of revenues for every day its aircraft were on the ground.

Sky Aviation's Second Superjet



INDONESIA'S SKY Aviation took delivery of its second Sukhoi Superjet 100-95B, PK-ECM (c/n 95027), from the Russian company's Zhukovsky Delivery Centre on August 20. The carrier's first example, from its order for 12 aircraft, was handed over in December 2012 and has already accumulated 500 hours on domestic routes. Three of its jets will be configured with 93 seats, while

the remaining nine will be in a 98-seat layout – eight in Business Class and 90 in Economy. With the arrival of this second example, the airline can expand its route network and it plans to connect numerous islands in the Indonesian archipelago including: Pontianak (Kalimantan Island), Palembang (Sumatra Island) and Natuna Ranai (Batam Island). (Photo Superjet)

Indian Sub-Continent Links for Birmingham



AIR INDIA launched its first flights to Birmingham from Delhi and Amritsar on August 1 using its new Boeing 787-8 Dreamliner. The inaugural service AI461, with nearly 220 passengers on board, was operated by VT-AND (c/n 36278), and it received the traditional water cannon salute from the airport's fire department on arrival. The 256-seat airliner – with 18 Business Class and 238 Economy seats – will fly the route four times weekly (Monday, Tuesday, Thursday and Saturday) arriving into Birmingham at 19:00 and departing

for Delhi at 21:30. Welcoming the inaugural service, the airport's CEO, Paul Kehoe, said: "We are delighted to welcome this new service into Birmingham and to now offer regular scheduled flights to Delhi and Amritsar on the fantastic Dreamliner." Meanwhile, Pakistan's second largest scheduled airline, Air Blue is launching twice-weekly rotations to the Midlands facility from Lahore via Islamabad starting on September 28. The route will be served by 342-seat all-economy Airbus A340s on a Wednesday and Saturday.

Commenting on the decision, Air Blue's country manager UK, Mr Raza said: "We hope to continue the success we have had so far in the UK and look forward to working with Birmingham Airport and the local Pakistani community to make sure these services are a success and to grow our operation in the future." The Birmingham link is in addition to the three flights a week (Tuesday, Friday and Sunday) it flies between Lahore via Islamabad to Manchester. (Photo Birmingham Airport)

Xiamen Select Dreamliners

XIAMEN AIRLINES, the first private-owned carrier in the People's Republic of China, has finalised a \$1.3 billion order for six Boeing 787-8s. This follows on from the commitment it announced in May 2011. "Adding the 787s to our all-Boeing fleet is a strategic decision to facilitate our international expansion plans," said Xiamen's president and CEO, Che Shanglun. "The range and efficiency of the Dreamliner makes it an ideal fit for our planned, non-stop international routes." With the introduction of the 787 to its fleet in 2014, Xiamen is planning to launch routes from Fujian to Europe, North America and Australia.

AirAsia Japan Becomes Vanilla Air

ANA HOLDINGS has terminated its partnership with AirAsia in the joint-venture AirAsia Japan that was formed in August 2011. The Malaysian firm decided to withdraw its investment in the low-cost Japanese carrier, and in June sold its stake to ANA, which has said it will continue to operate the airline under its current branding until October 26. It will be rebranded as Vanilla Air from November 1 and will initially operate two A320s serving mainly domestic and regional resort destinations.

Indian Posturing

THE INDIAN Ministry of Aviation is questioning the legality of Austrian Airlines and Swiss International Air Lines flying into the nation's airports – two years after Lufthansa gained overall control of the two carriers. The ministry says the operation of both carriers violates the "substantial ownership and effective control clause". Under the Bilateral Air Service Agreements (BASA) that allow these airlines to fly into Indian airports, the ownership of each airline should be with the individual country, ie Austrian Airlines is required to be owned by an Austrian

company not a German one. However, the European carriers argue that they continue to fly under their own Air Operator's Certificates, therefore satisfying all BASA legal requirements. Some industry observers find the timing strange given that both Austrian and Swiss have been flying into India for two years since their ownerships changed, while others see it as the Indian Government putting pressure on the Star Alliance to accept national carrier, Air India, into its ranks. It was rejected two years ago due to its then perilous financial position.

in brief

Air India has issued a request for proposal (RFP) for the dry lease of 19 new Sharklet-equipped Airbus A320s, as the carrier plans to modernise its single-aisle fleet. The financially challenged airline has decided to lease rather than buy so it can realise short-term savings in a bid to cut overheads. Plans call for the delivery of up to seven aircraft during the fourth quarter of 2013 with the remainder following in two phases by 2015/16.

Bangkok-based **Jet Asia Airways** launched thrice-weekly scheduled services to Tianjin/Binhai and Nanjing/Lukou International Airports on August 12. Over the past year, the carrier has operated more than 200 charter flights to both destinations, which are two of the fastest growing secondary cities in China. (See *Airliner World*, September 2013)

The **Changi Airport Group** has released concept plans for a mixed-use complex that it says will enhance Changi's offerings to travellers and strengthen its position as an international air hub. Codenamed 'Project Jewel' it will offer aviation and travel-related facilities as well as a wide range of retail offerings and leisure attractions. To be constructed on the car park site fronting Terminal 1, it will help to increase the facility's capacity to 24 million passenger per year. (Photo Changi Airport Group)



All Nippon Airways (ANA) has ordered three additional Boeing 777-300ERs in a deal valued at \$945 million at current list prices. The new aircraft will be used to capitalise on the expansion of airport slots in the Tokyo area. This latest deal will increase the number of 777s in the ANA fleet to 57 when these examples are delivered.

Philippine Airlines took delivery of its first Airbus A321-231, RP-C9901 (c/n 5715), on August 6 during a ceremony at the manufacturer's delivery centre in Hamburg, Germany. A second example, RP-C9902 (c/n 5747), was handed over ten days later. These are the initial examples of 64 new Airbus airliners – including 44 A321s and 20 A330s – ordered by the carrier in 2012 under its major fleet modernisation programme.

Garuda Indonesia has postponed the launch of its new non-stop service from London's Gatwick Airport to Jakarta due to runway weight issues at the carrier's home base at Soekarno-Hatta International. The link, which was originally scheduled to start in November using its new Boeing 777-300ERs, will now be launched in May 2014.



The first Airbus A320-232, XY-AGS (c/n 1407), has entered service with Golden Myanmar Airlines. The former bmi-British Midland (ex G-MIDU) and Spanair (ex EC-KPX) jet was delivered early in 2013. (Florian Guschl)

Air China Cargo Orders Conversions

PRECISION CONVERSIONS of Portland, Oregon has been awarded a contract by Air China Cargo to convert four Boeing 757-200s from passenger configuration to 15-pallet freighters. The Air China/Cathay Pacific Airways joint-venture cargo carrier plans to use the new freighters for domestic express

package transportation. China's Taikoo Aircraft Engineering Company (TAECO) will be undertaking the modifications, with the first jet arriving at its Xiamen maintenance facility on July 31. A second aircraft will enter the modification process in November, while the remaining two 757s will be converted to freighters

in 2014. "The Chinese market has been an integral part of our success and our 757-200 converted freighter programme has proven to be the most effective freighter to fill the particular needs of the region," commented company president Gary Warner. To date, it has converted 36 757-200s to freighters worldwide.

Hevilift's Latest ATR

Returning to Cairns in Queensland following a pre-delivery test flight is, P2-KSV (c/n 501), the third ATR 42 for Hevilift of Papua New Guinea. (Paul Howard)



Virtually More Interactive

A NEW interactive feature has been added to Tensator's Virtual Assistant Ultra, which will result in more choices for consumers. The company provides its units to airports, retail outlets, leisure venues, hospitals and public sector buildings, and the new version is now available with a press-button panel,

which enables customers to interact with the unit for the first time, with a choice of 11 extra functions. With the additional benefit of presenting in a selection of different languages, the new feature is particularly beneficial for locations with a multi-cultural population. (Photo Tensator)



GE9X Fan Blades

GE AVIATION has begun testing its new composite fan blades for the GE9X, the next-generation GE90 engine that will power Boeing's 777X. This is the first of several test programmes that the company has planned for this year. Tests started in June at the ITP engine testing facility in the UK and focused on validating the new composite material for the fan blades. According to GE, the results were very positive and a second round of tests is planned before the end of the summer to further validate the new fan blade's composite material and a new metal for the leading edge. "The fan blade will feature new high-strength carbon fibre material and

a steel alloy leading edge," said Bill Millhaem, general manager of the GE90 programme at GE Aviation. "This new material, along with a higher fan tip speed, will improve the efficiency of the low-pressure turbine and deliver more than 1.5% fuel efficiency improvement compared to the GE90-115B engine." The GE9X engine will have 16 fan blades, which is fewer than the GENx and the GE90-115Bs. The manufacturer says that this reduction is possible as a result of advancements in three-dimensional design that enables engineers to create a more swept blade and large fan chord.

Boeing Increases Prices

THE COST of a Boeing jetliner has risen by an average of 1.6% – less than the 5.5% increase that the company announced last year. However, prices of the 787 Dreamliner, including the 787-8 and the larger 787-9, are 2.6% higher which is attributed to the good sales figures for the type.

"We bumped up the price because the airplane is in demand," said spokesman Doug Alder, adding that this doesn't imply a lower demand for other models. Prices of the new 737 MAX have risen between 2.4% and 3.8%, reflecting the higher thrust ratings on the new engines that have been added this year.

First KC-46A Tanker Aircraft

THE FIRST wing spar for the US Air Force KC-46A aerial refuelling tanker – a military version of the 767-200ER – has been unloaded at Everett, Washington. This starts production of an order for 179 tankers over the next 14 years. The spar, the main structural component of the wing, is 82ft 5in (25.15m) long. Boeing employees are also preparing

the 767 production line for assembly of the next-generation tanker's aft and forward body structures. The first aircraft will be assembled in November and it will be rolled out of the factory next January. Boeing expects to build and deliver the initial 18 KC-46As by the end of 2017 and the total of 179 by 2027 if all options under the contract are exercised.

First Production Citation X



THE FIRST production Cessna Citation X made its maiden flight in August. "The aircraft was flawless today," said Gary Drummond, Cessna senior production test pilot and the flight's pilot in command. "We took the X to an altitude of 49,000ft on a flight pattern over western Kansas and reached a top speed of Mach 0.935. We conducted a 3.1 hour flight with an average cruise speed of Mach 0.915 at 41,000ft. The

Garmin G5000 avionics performed brilliantly and the auto-throttle system is going to be a welcome feature for operators." The cockpit features three 14in (35.5cm) primary displays and four touchscreen controllers for data entry and systems control. The first flight of the prototype X was on January 17, 2012, with deliveries expected to begin early next year. (Photo Cessna)

AIRBUS DELIVERIES



The first Airbus A321-231 for Philippine Airlines, D-AZAS/RP-C9901 (c/n 5715), getting airborne from Hamburg/Finkenwerder in early August on a test flight prior to delivery. (Airbus)

Airbus delivered the following aircraft in July:

A319	3	American Airlines (3)
A320	32	AirAsia, Air China, Air New Zealand, Cebu Air (2), China Eastern Airlines (3), China Southern Airlines (2), Chongqing Airlines (2), easyJet (2), Go Air, Iberia, IndiGo (2), Indonesia AirAsia, JetBlue Airways, LATAM (2), Lufthansa, nasair, Shenzhen Airlines, South African Airways (2), Spirit Airlines, TAM Linhas Aéreas (2), TigerAir (2)
A321	7	China Eastern Airlines, Juneyao Airlines, Turkish Airlines (2), US Airways (2), UTair
A330-200	2	China Eastern Airlines, Libyan Airlines
A330-200F	1	Tampa Cargo
A330-300	6	AirAsia X, Asiana, Cathay Pacific Airways, China Southern Airlines, Malaysia Airlines, Sichuan Airlines
A380-800	1	British Airways
Total	52	

New Airliner Delays

THE MITSUBISHI Aircraft Corporation (MITAC) has announced a revamped schedule for its Mitsubishi Regional Jet (MRJ) programme. The first flight, which was planned for the end of this year, has now been put back to the second quarter of 2015, with deliveries expected to start in 2017.

"In the course of developing the MRJ with a focus on safety, unprecedented fuel efficiency, and passenger comfort, MITAC has simultaneously addressed processes in which design and development of aircraft system and component specifications are

aligned with safety certification," the company said in a press release. "Design and respective certification, however, have taken greater resources than anticipated which, in turn, impacted component deliveries and aircraft fabrication." Meanwhile, Zhang Yanzhong, the chairman of an advisory committee on the Commercial Aircraft Corporation of China (COMAC) C919 regional aircraft programme, has announced that its first flight is now planned for the end of 2015 – instead of the original 2014. The type's entry into service is also set to be delayed.

CIT Leases



INTERNATIONAL AIRCRAFT lessor and finance company CIT Aerospace, has announced that it signed 31 lease agreements and delivered 19 aircraft in the second quarter of 2013. The deliveries include new and used aircraft, as well as lease extensions of its existing fleet,

while the lease agreements include current and future leases of commercial aircraft. In addition, the company added one new customer to its client base. This brings totals for the first half of 2013 to 59 signed lease agreements and 28 aircraft delivered. (Photo Boeing)

First Citation Latitude Fuselage

THE CESSNA Aircraft Company announced at the Latin American Business Aviation Convention and Exhibition (LABACE) in São Paulo, Brazil in August that the first fuselage for its new mid-size business jet, the Citation Latitude has been completed. The Latitude prototype is expected to make its first flight in early 2014, while a mock-up of the aircraft was on display at the show.

It is expected to have a range of 2,500nm (4,630km) and will be powered by twin Pratt & Whitney PW306D full authority digital engine control (FADEC) turbofan engines. It will offer internal configurations for seating between seven and nine passengers in a 6ft (1.83m) tall, flat-floored cabin.

ROPS Certification For A320ceo Family

AIRBUS HAS achieved initial European Aviation Safety Agency (EASA) certification for its innovative Runway Overrun Prevention System (ROPS) technology on its A320ceo Family. The on-board cockpit technology, which the company has pioneered over several years (and is now in service on the A380) is claimed to increase pilots' situational awareness during landing, reducing exposure to runway excursion risk, and if necessary, providing active protection. In March this year American Airlines selected ROPS to equip its A320 Family fleet.

Rockwell Purchases ARINC

ROCKWELL COLLINS has agreed a deal to acquire ARINC Incorporated – a leader in communications and information processing solutions for the commercial aviation industry – for \$1.39 billion.

"Strategically, this acquisition is a natural fit for us," said Kelly Ortberg, Rockwell Collins Chief Executive Officer and President. "ARINC's strong customer base, high customer retention rates and subscription business model will help the company achieve accelerated growth and benefit from greater earnings consistency throughout the commercial aviation business cycle."

in brief

Airbus has delivered its 8,000th airframe – an A320 for the Indonesian wing of AirAsia. Over 13,000 Airbuses have been ordered and operated by over 500 customers.

Airbus' parent company **European Aeronautic Defence and Space Company** (EADS) has announced that it will rebrand to '**Airbus Group**' starting on January 1, 2014. The new structure will consist of three divisions: Airbus (commercial aircraft), Airbus Defense & Space and Airbus Helicopters.

SR Technics and Abu Dhabi Aircraft Technologies, both members of the Mubadala Aerospace MRO network, have signed an agreement with **Rockwell Collins** to support Boeing 787 Dreamliner operators, granting access to spares, services and support around the world. Rockwell Collins provides the aircraft's flight deck displays, crew alerting system, pilot controls, communication and surveillance systems, and common data network.

London/Oxford Airport-based business jet charter company, **FlairJet**, has completed the delivery of Embraer's 400th Phenom. The aircraft, a Phenom 300, D-CHGS (c/n 150), was flown from Embraer's Brazilian São José dos Campos, Brazil facility to the customer, the Hansgrohe Group in Siegerland, Germany, in early July. (Photo FlairJet)



The **Baltic Aviation Academy**, an aviation training centre in Vilnius, Lithuania has received an approval to operate an Airbus A320 Full Flight Simulator on behalf of the Civil Aviation Authority of the Republic of Cuba) for use by **Cubana de Aviación**, the nation's flag carrier.

GE Aviation has named **Comlux** as an authorised service centre for its CF34-3 engines that power the Bombardier Challenger series of executive jets. This will enable Comlux to perform line maintenance inspections and routine installed engine maintenance, including removal and replacement of powerplants and components.

Simulator manufacturer **CAE** has signed a contract for eight full-flight simulators (FFS), flight training devices and a 15-year maintenance and service agreement with an undisclosed customer. The contract is worth approximately C\$210 million at list prices and brings the total number of FFS sales that CAE has announced in 2014 to 23.

BOEING DELIVERIES



Shandong Airlines of China has received this Boeing 737-85N, B-5785 (c/n 39113), painted in a special livery. It was delivered on August 16. (Joe G Walker)

Boeing delivered the following aircraft in July:

737-700	1	Hainan Airlines
737-800	30	Aeroméxico, airberlin, Air China, Air Europa, American Airlines (3), Avolon, AWAS, China Southern Airlines (4), flydubai, GECS, GOL (2), ILFC, Jet Airways, Lion Air, Malaysia Airlines, Norwegian, Qantas, Republic of Iraq, Shandong Airlines, Shanghai Airlines, SMBC, Virgin Australia, Xiamen Airlines (2)
737-800A	1	Indian Navy
737-900ER	3	Goiania (Ukraine), United Airlines (2)
767-300F	2	UPS (2)
777-200ER	1	Asiana Airlines
777-200LR	1	Ethiopian Airlines
777-300ER	6	Air China, American Airlines, BOC, Emirates Airline, Garuda Indonesia, TAM Linhas Aéreas
787-8	7	China Southern Airlines, Ethiopian Airlines, Hainan Airlines, Japan Airlines, LOT Polish Airlines, Qatar Airways, United Airlines
Total	52	

Qeshm Airli

Iran's first Business Class



Babak Taghvaei describes how, despite UN sanctions against the country, the regional carrier has acquired an impressive aircraft fleet and started operations.

On July 4, 2013, Iranian carrier Qeshm Airlines (also known as Qeshm Air) formally restarted operations at Imam Khomeini International Airport (IKIA), Tehran with a revised branding and a new fleet. It is not a new carrier, however, having first flown 19 years ago. In October 2012 it introduced a new strategy to fly as a Business Class airline after acquiring four ex-Kish Air Fokker 50s at a public auction. The aircraft were in excellent condition, having completed their 'C' Checks only weeks before at the Fajr-Ashian maintenance repair and overhaul (MRO) centre at IKIA.

The airline is based at the international airport on Qeshm Island, located just off the southern coast of Iran, which is one of three

'Free Trade-Industrial Zones' in the country – the others being Kish Island and Chabahar – which were all established in 1991. Each Free Zone is administered by its own authority and is organised as a company, with an autonomous legal status.

History

The Iranian Civil Aviation Organisation issued the carrier's first Air Operator's Certificate (AOC) in 1993, but the first aircraft were not leased until three years later. These came from other carriers in the country, such as Iran Air Tours and Mahan Air, and were used on domestic and international routes including linking Tehran to Qeshm and Dubai. In November 1998, the airline dry leased two Tupolev Tu-154Ms – EP-TQD (c/n 86A725) and EP-TQE (c/n

92A940) – operating under Qeshm Air's AOC. Prior to this, a Yakovlev Yak-40, EP-TQA (c/n 9340831), had also been used. Two more Tu-154Ms replaced the earlier aircraft in 2000, while another Yak-40, EP-TQH (c/n 9510340), was dry-leased for a year in 1999. However, its Certificate of Airworthiness (CoA) was cancelled after just six months.

In 2000, two ex-Mahan Air Ilyushin Il-76TDs, EP-TQI (c/n 10234 09321) and EP-TQJ (c/n 10134 09297), were bought to start cargo operations. Passenger services had not proved as successful as anticipated and when the Tu-154s reached the end of their lease period in 2002, they were withdrawn.

Owners

The carrier was originally formed with private funding in 1993. By the >>



nes airline



Three Airbus A320s have been acquired from Asian Express Airlines to help restart services.

The first Fokker 50, EP-FQB (c/n 20263), and formerly EP-LCF – was painted in the carrier's full colours in June 2012.



The first 'official' flight of a Fokker 100 took place on July 9 linking Tehran and Mashhad and was celebrated with the cutting of a cake in Tehran. (Qeshm Air)





QESHM AIRLINES

IATA Code	QB
ICAO Code	IRQ
Callsign	Qeshm Air
Website	qeshmair.com



end of 2005, 75% of the company was owned by private investors, with the rest being controlled by the Qeshm Free Zone organisation. However, the private investors sold their shares to one of the subsidiary companies of the Iranian Revolutionary Guard (IRG). Both of the IL-76TDs were then sold on to another IRG company that was renamed Pars Air in March 2006.

However, a decision had been made

some doubts about the standards of maintenance on the aircraft. Indeed the Iranian Civil Aviation Organisation threatened to revoke Qeshm Air's AOC due to these concerns.

Another Turkish airline – World Focus Airways – was suffering some financial problems at the end of 2006 and was looking to lease out its aircraft, so Qeshm Air acquired three of its McDonnell Douglas MD-83s – TC-AKL,

DESCRIBING ITSELF AS A 'BUSINESS CLASS' CARRIER, THE FIRST 'OFFICIAL' FLIGHT OF ONE OF ITS FOKKER 100S TOOK PLACE ON JULY 9 LINKING TEHRAN AND MASHHAD.

by the airline's board in early 2006 for Qeshm Air to restart passenger services thanks to extra funding from a new semi-private investor. In January 2006, two Airbus A321s belonging to Turkish carrier Onur Air (TC-ONJ and TC-ONS) were wet-leased for six months, and these were soon joined by two A300B4-203s (TC-OBG and TC-OBC) – also from Onur Air – for a 12-month period, with one of them (TC-OBC) being sub-leased to Iran Air and Iran Air Tours. However, both were 22 years old and there were

TC-AKM and TC-AKN. However, like the A300s, they were not new aircraft and on February 3, 2007, TC-AKL suffered a major engine problem that was ultimately attributed to a maintenance issue. As a result of this (and other incidents) the airline's AOC was cancelled in early 2007 and both the A300s and MD-83s were returned to Turkey. Although Qeshm's owners tried to organise the payment for the repairs of the MD-83s, the aircraft were never returned to Iran.

Qeshm Air and Sorinet

The Sorinet Qeshm company, part of the UAE-based Sorinet Group, specialising in oil-related agreements, bought the airline in 2009 and control was handed over to entrepreneur Babak Zanjani. Sorinet wanted to convert the airline to a Business Class carrier, called Qeshm Airlines, but it first needed to acquire a small fleet of regional jets or turboprops. There were three options: Kish Air Fokker 50s (available via auction), Taftan Fokker 50s (stored at Zahedan International Airport) and Aria Air Fokker 50s (for sale).

Kish Air

A total of seven Fokker 50s had operated with Kish Air between 2002 and 2012. They were mainly used

Above • The airline is based at the international airport on Qeshm Island, located just off the southern coast of Iran.

Top left • The carrier is using three Airbus A320s that had previously been in service with Asian Air

In the mid-2000s, Qeshm leased three McDonnell Douglas MD-83s – TC-AKL, TC-AKM and TC-AKN – from World Focus Airways, which became Anka Airlines in 2008. (Airteamimages.com/IrfanCaliskan)





Part of the fleet at Tehran's Imam Khomeini International Airport.

FLEET					
Type	Registration	c/n	Former Operator	Former Registration	Via
Airbus A300B4-605R	EP-FQK	0584	Onur Air	TC-OAH	
	EP-FQL	0744	Onur Air	TC-OAA	
	EP-FQM	0603	Onur Air	TC-OAZ	
	EP-FQN	0749	Onur Air	TC-OAB	
	EP-FQO	0764	Onur Air	TC-OAO	
Airbus A320-214	EY-333	0607	Vietnam Airlines	VN-A305	(Asian Express)
	EY-631	0611	Vietnam Airlines	VN-A306	(Asian Express)
	EY-632	0617	Vietnam Airlines	VN-A307	(Asian Express)
Avro RJ85	EY-571	E2363	CityJet	EI-RJP	(Asian Express)
Avro RJ100	EY-570	E3356	British Airways	G-BZAX	(Asian Express)
	EY-572	E3374	Aegean Airlines	SX-DVE	(Asian Express)
	EY-573	E3320	British Airways	G-BZAT	(Asian Express)
	EY-574	E3375	Aegean Airlines	SX-DVF	(Asian Express)
Fokker 50	EP-FQA	20274	Kish Air	EP-LCB	
	EP-FQB	20263	Kish Air	EP-LCF	
	EP-FQC	20275	Kish Air	EP-LCC	
	EP-FQD	20265	Kish Air	EP-LCE	
Fokker 100	EP-FQG	11444	KLM Cityhopper	PH-OFL	(Bukovyna Air Enterprise)
	EP-FQH	11462	KLM Cityhopper	PH-OF0	(Bukovyna Air Enterprise)
	EP-FQI	11475	KLM Cityhopper	PH-OFM	(Bukovyna Air Enterprise)
	EP-FQJ	11477	KLM Cityhopper	PH-OFN	(Bukovyna Air Enterprise)

on international flights between the Iranian islands of the Persian Gulf and UAE airports, such as Dubai and Sharjah. One of the aircraft (EP-LCA) was written off after a fatal crash on February 10, 2004 near Sharjah, and another (EP-LBV) was withdrawn from use due to structural fatigue and metal corrosion caused by its extensive use in the humid climate of the Persian Gulf. By 2011, Kish Air had four airworthy Fokker 50s plus one in storage, but the aircraft's CoAs were running out and they were ultimately grounded awaiting 'C' Checks. Kish Air did not plan to keep them in service and on January 1, 2012, announced that all five, plus three surplus Pratt & Whitney PW125B engines, were to be auctioned off. The initial bid was \$6.95 million without a C-Check and \$9.6 million after >>



The Iranian Civil Aviation Organisation issued certificate of airworthiness licences for all of the carrier's Fokker 100s, including EP-FQI (c/n 11475).



IN 2005, 75% OF THE COMPANY WAS OWNED BY PRIVATE INVESTORS WITH THE REST BEING CONTROLLED BY THE QESHM FREE ZONE ORGANISATION.



the C-Checks had been completed for all five. Kish Air signed a contract with the Fajr-Ashian MRO company to carry out the C-Checks on four of the aircraft and on completion they were delivered to Qeshm Air. The first aircraft – re-registered EP-FQB

(formerly EP-LCF) – was painted in the carrier's full colours in June 2012. The other three – EP-FQC (ex-EP-LCC), EP-FQA (ex-EP-LCB) and EP-FQD (ex-EP-LCE) – were refurbished in turn and all had entered service by December of 2012.

More Acquisitions

Despite EU and UN sanctions in 2012 concerning the oil-related activities of the Sorinet Group and owner Babak Zanjani, Qeshm Airlines has been able to increase the fleet size. By 2011 Zanjani also owned Tajikistan carrier Asian Express Airlines, which had received its first aircraft, an ex-Click Airways Antonov An-12, EY-401. After adding to its fleet, it then provided Qeshm Airlines with four Avro RJ100s, an RJ85, and three Airbus A320-214s between January 2012 and April 2013.

In addition, four former KLM Cityhopper Fokker 100s – PH-OFL, PH-OFM, PH-OFN, and PH-OF0 – were bought by Bukovyna Aviation Enterprise of the Ukraine in February and March of 2013. All were delivered to Iran – although still carrying Ukrainian registrations. Stored in the hangars at Qeshm Island International Airport, they emerged in Qeshm colours and with Iranian registrations in May – see table. They have since received CoAs approved by the Iranian Civil Aviation Organisation.

On May 18, 2013, five A300B4-605Rs of Onur Air were delivered after flights from Kiev. As of July, Qeshm titles had only been painted on one aircraft and rumours persist that the rest could be leased to Mahan Air.

First Flights

Describing itself as a 'Business Class' carrier, the first 'official' flight of one of its Fokker 100s took place on July 9, 2013 linking Tehran and Mashhad. Enhanced features onboard the aircraft include Internet links and other online services – telephones and email etc as well as an in-flight entertainment system with DVD players. Passengers also benefit from an external video camera feed to the seat monitors.

Initial routes link the southern cities of Shiraz and Shahr-e-Kord to Bandar Abbas, Kish, Siri, and Qeshm Island. Flights also connect to the country's capital Tehran, and there is one international route to Dubai, UAE. **W/**

Two Ilyushin Il-76 freighters were bought from Mahan Air and used from 2000. (Airteamimages.com/Europix)

Former Aegean Airlines Avro RJ100, EY-574 (c/n E3375), wears Qeshm Airlines' colours but carries Asian Express titles.

One of the four ex-KLM Cityhopper Fokker 100s, EP-FQJ, started operations on July 12. Qeshm Airline offers ten daily domestic flights with this type. (All photo Babak Taghvaei unless stated)



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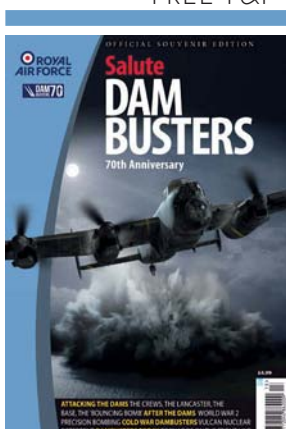


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RwandAir – the airline



Sebastian Schmitz visits a small country – and a carrier with big ambitions.

Rwanda, in the heart of Africa, is one of the most remarkable countries on the continent – and quite a success story as well. Since the traumatic genocide in 1994 when over half a million people were killed, the country has become a haven of stability, a darling of foreign investors and boasts one of the quickest growing economies in Africa. Infrastructure has improved dramatically and the government takes great pride in Africa's fastest-growing airline – RwandAir.

Surrounded by major carriers like Kenya Airways and Ethiopian Airlines, RwandAir is celebrating its tenth anniversary this year and has managed to find its niche. Making use of the central location of

Two Bombardier CRJ200s arrived in Rwanda in 2009 from Lufthansa Regional in Europe. (Airteamimages.com/Rex)

When the airline operated as RwandAir Express, it leased two McDonnell Douglas MD-82s from Acvila Air. (Airteamimages.com/Simon Willson)



e for the heart of Africa



its hub, Kigali, it has connections to a growing number of cities in Africa and has become a 'boutique' airline for this part of the continent.

Beginnings

The carrier started as RwandAir Express in 2003 when the government and local carrier Silverback Cargo Freighters joined forces to create a national passenger airline – the government holding the

majority stake of 77% and Silverback 23%. The freight carrier then operated a pair of Douglas DC-8Fs which are still parked at Kigali today after it ceased trading some years ago.

In its early years, RwandAir Express relied on other airlines operating leased aircraft on its behalf. The fleet included (at different times) Boeing 737s of Maersk Air, Air Malawi and Air Namibia, two McDonnell Douglas

Boeing 737-55D, 9XR-WE (c/n 27417), was acquired in August 2010 and previously used by LOT Polish Airlines. (Airteamimages.com/Jan Ostrowski)

RwandAir is the leading airline at Kigali International Airport.

MD-82s of Romanian carrier Acvila Air, a Bombardier Dash 8 operated by Midroc from Ethiopia and CRJs of Kenyan operator JetLink. The airline was highly dependent on the performance and reliability of other carriers – and was not always happy with them. A tragic accident at Kigali Airport in 2009 was the straw that eventually broke the camel's back. A CRJ100 operated by JetLink on a RwandAir Express flight >>





encountered technical problems after take-off and had to return to Kigali. When taxiing to its parking stand, it suddenly accelerated, the pilots unable to control the jet, it crashed into the VIP terminal. One passenger was killed.

The accident was partially responsible for prompting the management to relaunch the airline. From then on RwandAir Express operated its own aircraft and no longer relied on other operators. A pair of CRJ200s, purchased from Lufthansa Cityline, were the first aircraft to be operated independently. The airline wanted to move away from the perhaps less than favourable reputation it had and shortened its name to RwandAir in 2009, presenting itself as an international flagship operator rather than just a small feeder carrier. It also placed an order for two 737-800s and until they could be delivered two ex-LOT Polish Airlines 737-500s were used during 2010. Operating its own aircraft fleet was a big step for the small airline but it has led to higher reliability and flexibility.

Bombardier Dash 8-100, 5Y-BXU (c/n 344), is flown by ALS from Kenya on behalf of RwandAir and has been in operation since 2010

A reception was held at Kigali for the arrival of the first Boeing 737-7WJ, 9XR-WJ (c/n 30717), in April 2013.

High demand on some routes meant that the larger Bombardier CRJ900 was introduced to augment the CRJ200s.



Fleet and network

The author's visit to RwandAir in April 2013 coincided with the delivery of its first 737-700, 9XR-WJ (c/n 30717). Unlike the pair of -800s already in operation, the smaller -700s are not factory-new. Formerly flying with TUIfly in Germany, the first was delivered from Hannover in Germany with a short fuel-stop on the island of Djerba in Tunisia. On arrival at Kigali, the Boeing was greeted by a water cannon salute and a crowd of invited guests, including

the country's minister of infrastructure, RwandAir's CEO John Mirenge and numerous airline employees, who were waiting on the apron.

As the CEO explained with a smile, the delivery of a new aircraft to RwandAir is no longer such a rare occurrence. In the last two years, the airline has acquired pairs of brand new CRJ900s and 737-800s (becoming the first airline in Africa to operate the latter with the new Sky Interior). The two -500s currently in operation will eventually be replaced by





two more powerful and efficient -700s, making the fleet one of the youngest on the continent. By late 2013 another new type popular with African carriers will arrive – a Dash 8-Q400, replacing the single Dash 8-100 leased from Aircraft Leasing Service of Kenya.

The fleet's development, as Commercial Director Bert van der Stege explained, is a good example of how an airline starts with a used type and moves its way up to newer, bigger aircraft as routes mature. "Our first owned aircraft [the two CRJ200s] were ideal for the network of regional routes we flew. Demand on some routes soon grew rapidly, so we started looking for bigger aircraft. The CRJ900s were a good fit, as they can be operated at slightly higher costs than

the CRJ200s, yet carry significantly more passengers. On some busy routes, such as to Nairobi, which is a short flight, we frequently use our 737s, which were initially acquired for longer sectors like Johannesburg or Dubai."

The single Dash 8-100, 5Y-BXU (c/n 344), has been in operation since 2010. "We use it on our two domestic

routes as well as on the short flight to Bujumbura in Burundi," added Bert. Demand on these sectors has grown to such an extent that the bigger Dash 8-Q400 can be filled easily. Unlike the smaller version, this new aircraft will not be operated by another airline on RwandAir's behalf, but by the carrier's own crews. Another advantage of the bigger cabin will be that, as on its jet services, RwandAir will be able to offer a Business Class service, which it doesn't on the smaller -100.

Bert pointed out the airline is actually pondering the acquisition of more Dash 8-400s. On the shorter regional routes it is not slower – in terms of speed – yet it is more fuel efficient than jets that could then be used on longer sectors. The airline maintains a very good relationship with manufacturer Bombardier, so it is not a surprise to hear RwandAir is also looking at the new CSeries. "It seems to be a great aircraft and we believe it could be a good addition for our fleet," Bert pointed out.

Passenger transfers at Kigali are well organised and easy, as the airport is quite small.



IF RWANDAIR HAD A LONG-HAUL AIRCRAFT AVAILABLE TOMORROW, WHERE WOULD IT FLY TO? "IT WOULD PROBABLY BE ONE CITY IN EUROPE AND ONE IN CHINA."

The carrier's Boeing 737-500s are being replaced by two newer 737-700s.





As of summer 2013, with three new destinations included, RwandAir flies to 15 African hubs from Kigali and to one city in the Gulf – Dubai. They include major cities like Johannesburg, Nairobi and Lagos and smaller markets such as Kilimanjaro, Bujumbura or Juba.

Although Rwanda is a small country, only slightly larger than Wales, RwandAir operates just two domestic routes – although they largely serve international passengers. Kamembe and Gisenyi airports in Rwanda are very close to the border with the Democratic Republic of Congo and most passengers using them are actually heading to the Congolese cities of Bukavu (just a few minutes away from Kamembe) and Goma (a short drive from Gisenyi Airport).

A convenient hub airport

RwandAir operates between the hubs of long-established major African carriers like Kenya Airways, Ethiopian Airlines and South African Airways, competition which makes it hard for the small carrier to find its niche. The local Rwandan market commands high yields – which makes it attractive for airlines – yet in terms of volume it is quite small. RwandAir could not fill its flights with passengers travelling to and from Kigali alone.

The solution was to take advantage of the country's central location and build a hub here. While Kigali Airport is not the world's most modern facility, it is well laid out and transferring here is probably a more pleasant experience

than at Nairobi or Addis Ababa, which suffer from overcrowding at peak times. Around 70% of RwandAir's passengers use Kigali as a transfer point. Lagos to Dubai? Brazzaville to Dar-es-Salaam? Johannesburg to Bujumbura? Numerous connections can be provided via Kigali and, with quite affordable fares, RwandAir has been quite successful in promoting its services with the airport acting as an alternative regional hub.

The construction of an entirely new airport to replace the current facility is expected to start shortly. Until it becomes operational, much needed upgrades to the existing airport are being undertaken, such as additional parking for cars, expansion of the passenger terminal with more check-in and immigration counters, separation of arriving and departing passengers and the introduction of escalators. The main beneficiary of these upgrades will, of course, be the airport's main user, RwandAir.

RWANDAIR
IATA Code: WB
ICAO Code: RWD

New routes

Three more African cities will appear on the airline's route map in 2013: Douala in Cameroon will see four weekly CRJ900 flights and there will be an extension of the existing service to Brazzaville in Congo and Libreville in Gabon. RwandAir holds fifth freedom traffic rights on all sectors of this flight, making what might seem an odd routing (linking small cities across the middle of Africa) quite appealing to the airline. Frequencies on the route to Lagos in Nigeria will increase from four to five per week – all continuing on to Accra in Ghana, while new flights to Juba in Southern



"THE DASH 8-100 IS USED ON OUR TWO DOMESTIC ROUTES AS WELL AS ON THE SHORT FLIGHT TO BUJUMBURA IN BURUNDI."

Bert van der Stege.

Above left • RwandAir's logo appear on the fuselage and engines of its Boeing 737s. (All photos author unless stated)

RwandAir's Boeing 737-800s are mostly used on the long non-stop flights to Johannesburg and Dubai.





Sudan started in July with three weekly frequencies. Meanwhile, other routes will be served more frequently – for example on the airline's two longest non-stop flights to Dubai and Johannesburg.

If RwandAir had a long-haul aircraft available tomorrow, where would it fly to? "It would probably be one city in Europe and one in China," Bert van

In April 2013, the airline placed an order for a single Bombardier Dash 8-Q400 which should be delivered before the end of 2013. (Bombardier)

der Stege mused. "It could be Brussels, Amsterdam or Frankfurt in Europe, somewhere that we could get excellent onward connections and also a share of local traffic. In China, Guangzhou could be an interesting destination and, if there was still some time left, a destination in India would also be attractive, most likely, Mumbai. We could actually fly to Mumbai from Kigali today with our 737s with a fuel-stop at a coastal city such as Mombasa or Dar es Salaam. We would just need to have it ETOPS-certified."

For now, the focus seems to be on developing the airline's African network and existing markets before exploring Europe or Asia. RwandAir already holds options for two 787 Dreamliners, which were initially expected to join the airline in 2014. With the type's operation and deliveries, in Bert's words "a bit unpredictable" in recent months, the airline is looking to take delivery no earlier than 2015, maybe just in time for intercontinental expansion.

Codeshares

Although RwandAir takes great pride in its achievements over the past ten years and plans to stay independent, it has tried to enter into strategic partnerships with other airlines where prudent. A code-share agreement is in place with Brussels Airlines on its service from Kigali to Brussels. With Rwanda a former Belgian colony, this is a 'natural' route and, with many Rwandans living

in Belgium, demand is always strong. Code-share agreements also operate with Air Uganda on flights to Entebbe in neighbouring Uganda and with Tanzanian carrier Precision Air to provide onward service from Kilimanjaro on domestic Tanzanian routes.

Earlier this year, RwandAir also signed a co-operation agreement with one of its fiercest competitors, and SkyTeam member, Kenya Airways. The deal, once fully in place, will entail coordinating flight schedules, plus introducing a partnership between frequent flyer programmes Dream Miles (RwandAir) and Flying Blue (the frequent flyer programme of SkyTeam airlines Air France and KLM). Code-share service will follow on regional trunk routes and also on 'beyond services' from Nairobi to Europe and Asia – as well as on Kenya Airways' Dubai-Hong Kong service, which will be available as an extension of RwandAir's flights to Dubai. The launch of code-share services depends on the implementation of RwandAir's IATA Operational Safety Audit (IOSA) certification, expected at end of the year.

The carrier has secured its share of an increasingly competitive African marketplace, making use of its convenient and centrally-located Kigali hub. It will be interesting to see how it expands in the coming years – possibly even to Europe. **AVI**

RWANDAIR FLEET (HISTORIC)

Type	Reg'n	c/n	Service Life	Notes
DC-8	9XR-			Silverback Cargo, wfu Kigali
DC-8	9XR-			Silverback Cargo, wfu Kigali
737-519	OY-APH	28721	Apr 2003 - May 2004	Isd fr Maersk Air
737-522	7Q-YKW	25384	May 2007 - Apr 2008	Isd fr Air Malawi
737				Isd fr Air Namibia
MD-82	3D-MDJ	48039	Jun 2004 - Apr 2006	Isd fr Acvila Air
MD-82	YR-MDL	48079	Jun 2006 - Dec 2006	Isd fr Acvila Air
Dash 8-Q202	ET-AKZ	469	Jul 2004 - 2005	Isd fr Midroc
Dash 8-Q202	ET-ALX	475	Feb 2005 - 2006	
Dash 8-106	5Y-BXU	344	May 2010 - current	Isd fr Aircraft Leasing Services
CRJ100	5Y-JLD	7197	??	op by JetLink, accident Nov 2009
CRJ200	5Y-JLE	7016	Aug 2009 - ??	op by JetLink
CRJ200	9XR-WA	7438	Oct 2009-2012	D-ACHG
CRJ200	9XR-WB	7449	Nov 2009-	D-ACHH
737-55D	9XR-WD	27416	Jun 2010 - current	Isd fr GECAS, ex-SP-LKA
737-55D	9XR-WE	27417	Aug 2010 - current	Isd fr GECAS, ex-SP-LKB
737-84Y	9XR-WF	40892	Aug 2011- current	
737-84Y	9XR-WG	40893	Oct 2011 - current	
CRJ900	9XR-WH	15286	Oct 2012 - current	
CRJ900	9XR-WI	15287	Oct 2012 - current	
737-7K5	9XR-WJ	30717	Apr 2013 - current	Isd fr ILFC, ex-D-AHXB
737-7K5	9XR-WK	30726	Jun 2013 - current	Isd fr ILFC, ex-D-AHXD
Dash 8-Q400				Due late 2013
787				Due 2015
787				Due 2015

Ken Petersen provides a selection of images from Laurinburg-Maxton Airport, North Carolina. The one-time US Air Force base is now home to the spares and scrapping specialist Charlotte Aircraft Corporation.



This anonymous Airbus A300 wears the basic livery of Korean Air Lines.



Many of the aircraft stored at Laurinburg-Maxton were previously operated by Northwest Airlines, including three Douglas DC-10-30s.

View from Above

Laurinburg-Maxton, NC



This Douglas DC-10-30 is missing many of its major components including engines, rudder, radome. It is one of several former Northwest Airlines examples currently stored here.
(All photos author)



The global downturn in air traffic that followed the 9/11 terrorist attacks in the US led Northwest Airlines to accelerate the retirement of its thirsty, older generation airliners, such as the 727.



Pictured in Charlotte Aircraft Corporation's scrapping area are two former Midway Airlines Douglas DC-9-31s. The remnants of two further examples, previously operated by Northwest Airlines and AirTran respectively, are visible in the background.





This former Northwest Orient Airlines Boeing 747-151, N602PR (c/n 19779), still carries its original fleet number, 6602, on the nosewheel doors. The aircraft, which was previously registered as N602NW, has been stored here since September 1994.



An overview of the ramp area at Laurinburg-Maxton showing several former Northwest Airlines aircraft: two Douglas DC-10s and two Boeing 727s.



This much-travelled B737-219, N322XV (c/n 19930), served a host of operators, including Air New Zealand, Presidential Airways in the US and, latterly, Greek carrier Olympic Airways.



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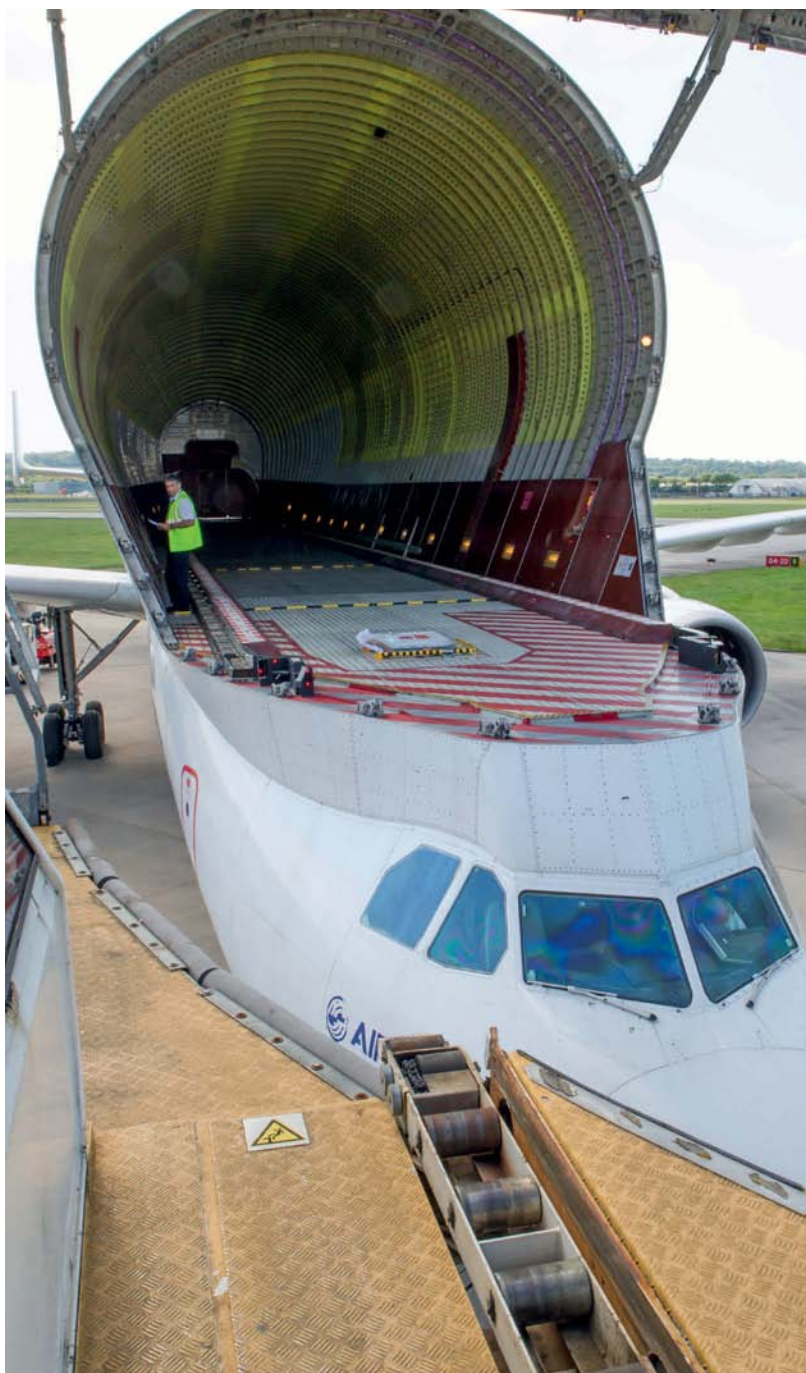
Airbus' Super Transporter, the Beluga is now busier than ever as the new A350 XWB enters production. **Martyn Cartledge** visits Broughton, Flintshire to experience a wing delivery flight onboard the outsized freighter.

After its arrival at the Broughton facility a well-practised process gets under way to get the aircraft turned around within 90 minutes.

So, you have decided to build a range of technologically advanced airliners, the main components of which are manufactured at factories located across Europe; but how do you get these very valuable structures to the final assembly lines? Transportation by road is one option, and is useful to some degree, as is ferrying by sea, but both are time-consuming and a lot slower than flying. However, some of the structures are simply too big to fit into standard cargo aircraft, and outsized freighters are not always available when you might want them. Factor in the very fluid nature of manufacturing requirements, and there really is only one option – to operate your own fleet of transport aircraft.

This is the dilemma that faced Airbus Industrie as it started ramping up production of its first wide-bodied airliner, the A300. Components of early examples were transported to the final assembly line in Toulouse, southwestern France by road, but as orders increased this method quickly became impractical and it was forced to look for an alternatives. It decided that the ideal solution would be to fly parts between its manufacturing and production sites, and so began looking for suitable aircraft type. From 1972 it started using four highly modified Boeing C-97J Stratofreighters. Known as *Super Guppies*, these 1940s-era piston-powered aircraft were converted by US aircraft manufacturer, Aero Spacelines, and featured custom-built fuselages and turboprop engines. >>





Above left • From 1972 Airbus started using a fleet of four highly modified Boeing C-97J Stratofreighters. (Airteamimages.com/Keith Blincow)

Above right • Known as Super Guppies, these 1940s-era piston-powered aircraft were converted by US aircraft manufacturer, Aero Spacelines. (Airteamimages.com/Derek Pedley)

By the early 1990s the *Super Guppies* were showing their age and increasing operating costs left Airbus with little choice but to seek a modern replacement. In 1991, Aérospatiale and Deutsche Aerospace Airbus (DASA) formed a subsidiary, the Special Aircraft Transport International Company (SATIC), which was tasked with designing a new aircraft, designated the A300-600ST Super Transporter (see *Airliner World*, October 2012, or www.airlinerworld.com). A wholly-owned Airbus subsidiary, Airbus Transport International (ATI) – established in 1996 – is responsible for

“THE TYPE WAS AFFECTIONATELY KNOWN AS THE BELUGA BECAUSE OF ITS RESEMBLANCE TO A BELUGA WHALE”

Standing on the front edge of a cargo loading vehicle looking into the Beluga's cavernous cargo hold – now ready to receive its next load of wings manufactured at Broughton.



operating the fleet of five A300-600STs. The type was affectionately known as the Beluga because of its resemblance to a beluga whale – the name caught on and sometime later the European manufacturer officially adopted it.

Employing more than 150 people, the subsidiary can independently train its pilots and its flight and ground engineers. It can also design, manufacture and carry out its own aircraft modification and repair solutions. Each Beluga has an expected lifespan in excess of 30 years and although Airbus hasn't made any official statement about a replacement, it is believed that initial study work has been undertaken, with the next-generation Super Transporter likely to be based on the A330 platform, with the first example expected to enter service by the end of this decade.

Since the launch of the A350 XWB programme the Beluga fleet has been in even greater demand, and not least because only one of its wings can be transported at a time as opposed to one complete wing set for the A330 and two sets for the single-aisle family. This challenge will be met by what ATI calls the *Fly 10,000* programme. In conjunction with the various Airbus manufacturing sites – also known as line stations – flight hours will be increased from the 5,000-6,000 to 10,000 in 2017. This will be achieved through greater aircraft utilisation and to this end Airbus is currently recruiting more aircrew.



In addition, further investment is being made at some of the line stations to help improve operations, including at Airbus' Broughton factory located on Hawarden Airfield, where inclement weather imposes serious limitations, with high winds being a major culprit. The Beluga cannot land here if the wind is blowing above 22 knots or gusting to 32 knots.

Further to these limitations there is a maximum wind speed of 30 knots, above which, the cargo door cannot be safely opened and the special cargo loaders cannot be raised. This means it is actually possible to land the aircraft

After arriving at Broughton the Beluga's huge fuselage door is opened to unload the empty jigs and load two new wing pairs destined for the single-aisle assembly line in Toulouse. (All images the author unless stated)

AIRBUS A300B4-608ST FLEET

Reg	c/n	dd
F-GSTA / 1	655	Oct 1995
F-GSTB / 2	751	Apr 1996
F-GSTC / 3	765	May 1997
F-GSTD / 4	776	Dec 1998
F-GSTF / 5	796	Jan 2001

The unique shape of the Airbus A300-600ST Super Transporter is clearly evident here. The heavily modified upper fuselage section is large enough to accommodate one A350 XWB wing or two pairs of A320 family wings at a time. (Airteamimages.com/HAMFive)

at Broughton but not be able to load its cargo of wings. New investment at the Welsh airfield includes the construction of the Beluga Integrated Loading Facility, which is due for completion in 2014. The 48,438sq ft (4,500m²) hangar, which is high enough to accommodate the Beluga's upward-hinging cargo door with ease will enable wing sets to be loaded under cover.

ATI's Beluga fleet do not run to a fixed timetable, but fly on an as-needed basis. So how does a flight happen? Airbus Industrial Planning creates a production schedule for each aircraft section including the dates when transportation is required between each site. The Beluga's flight schedule is then developed taking account of such variables as weather forecasts and line station opening times.

Beluga Up Close

Our first glimpse of the odd-shaped airliner is as it overflies the airfield heading for its downwind leg for its final approach onto Hawarden Airfield's Runway 04. After touching down, the aircraft – in this instance F-GSTC/3 – rolls out to the end of the runway and then backtracks to park on Apron Bravo, where it becomes the responsibility of the Airbus ground co-ordinator. He or she is responsible for every aspect of the unloading and loading of the aircraft through to its on-time departure.

The process is like watching a well >>





“THE COCKPIT IS THE ONLY PRESSURISED SPACE ONBOARD THE AIRCRAFT AND IS ACCESSED THROUGH A SPECIALLY STRENGTHENED DOOR.”

choreographed dance; first the empty jigs that the Beluga has flown from Toulouse are unloaded. The cargo door is opened and an empty cargo loading vehicle is carefully positioned by its driver using laser guidance.

Once in position, the flight engineer – who also acts as loadmaster – starts to move the empty jigs towards the vehicle. When they are just on the loader, the operation is passed to the ground co-ordinator who ensures the process is completed. This is repeated to remove the second jig, while the new wings wait to be loaded onto the Beluga.

Now the process can begin, the wing sets and their jigs – collectively called Transport Cargo Units (TCU) – are easily swallowed up in the cavernous cargo hold of the Beluga. Clearances are predetermine with the cargo loaded in such a way that there is a minimum of 6 inches (15cm) clearance all around, as the fuselage walls flex slightly while in flight. While the loading takes place the flight crew complete the paperwork for the flight to Toulouse and as soon as the cargo door is closed and secured, the aircraft is ready for departure, well within the planned average turnaround time of 90 minutes for Broughton.

Flight to Toulouse

We enter the Beluga through a door directly under the fuselage and behind



the nose wheel bay. Just inside there is a small area where other items can be stowed, as well as a purpose-built compartment where the crew can place personal baggage. The cockpit is the only pressurised space onboard the aircraft and is accessed through a specially strengthened door. It accommodates five people – there are seats for the captain and first officer; while a third that might be termed a jump seat is set back from the central instrument panel and is occupied by the flight engineer. Another forward-facing jump seat is situated behind the captain's, while the fifth seat faces rearwards at the back of the cockpit in the entrance area.

The Beluga is one of only a few commercial aircraft in Europe that currently operates with a cockpit crew

AIRBUS A300-600ST's VITAL STATISTICS

Length:	184ft 3in (56.15m)
Height:	56ft 7in (17.24m)
Wingspan:	147ft 2in (44.84m)
Freight compartment:	24ft (7.4m) diameter by 124ft (37.7m) long
Cargo deck volume:	49,440 cu ft (1,400m ³)
Payload:	47 tonnes
Maximum take-off weight:	155 tonnes
Engines:	2 x General Electric CF6-80C2s
Range:	900 nm (1,600km)



Above • If wind speeds exceed 30 knots the cargo door cannot be opened safely. So Airbus is constructing a Beluga Integrated Loading Facility at Broughton that is tall enough to accommodate the giant's upward-hinging cargo door and will enable the wing sets to be loaded under cover.

Right • A wing section built at Airbus' Broughton facility is unloaded from an A300-600ST Beluga Super Transporter in Toulouse before being moved to the final assembly line. (Airbus)



of three. Of course it could be flown by a crew of two, but the type's specialist design and the way it is operated makes it necessary for a registered engineer to travel with the aircraft because there isn't one based at each line station. Therefore, the third crew member has the dual role of flight engineer and loadmaster. On board today's flight are: Captain Thierry Tremereel, First Officer Christophe Machavoine and Flight Engineer Daniel Echevard.

When everybody is settled into the cockpit, contact is made with the ground co-ordinator who ensures that all of the aircraft's doors and hatches

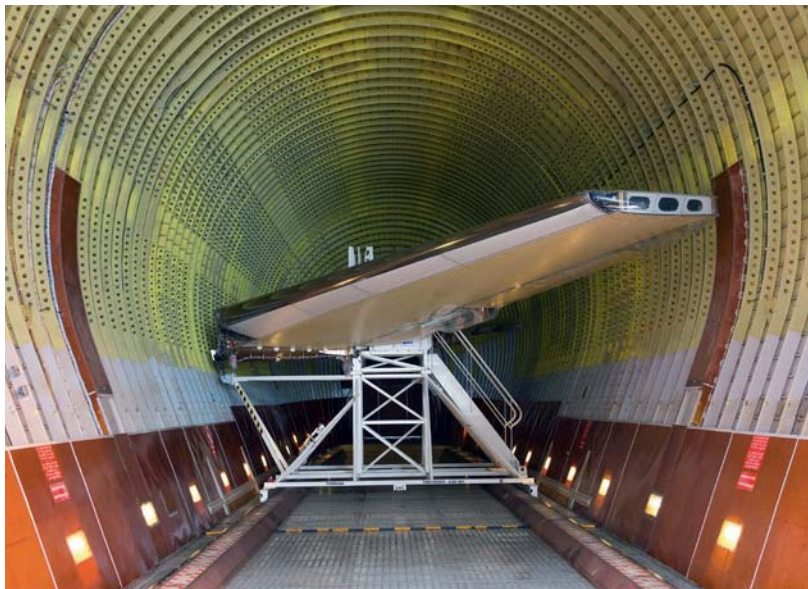
Left • An A350 XWB fuselage section is delivered to the Toulouse final assembly line by an Airbus A300-600ST Beluga. (Airbus)

Far left • Onboard the flightdeck of the Beluga... the crew prepare the aircraft for its departure to Toulouse.

are closed and secured. First Officer Machavoine then talks to air traffic control (ATC): "Beluga 3 Tango Charlie [BGA3TC] clearance for engine start?" The flight number comprises the aircraft number, in this case three and the last two letters of the registration (TC). Following approval from ATC the crew start number two engine first. The ground co-ordinator signals start-up and then reports "turning" and "ignition" which is confirmed via the engine instrumentation panel in the cockpit. Then the process is repeated for number one. When the crew members are happy the engines are performing correctly,

they call ATC for permission to taxi to the runway. At 17.14 on a sunny afternoon, the aircraft starts to taxi towards Runway 04.

After approval to enter the designated runway and position ready for take-off, after receiving clearance from ATC, Captain Tremereel, who is the Pilot Flying (PF) for this leg, advances the throttles on both engines and they begin to spool up. The brakes are released and the aircraft moves smoothly forward, increasing speed all the time. With plenty of room to spare, the Beluga lifts off easily from Hawarden's 6,700ft (2,042m) long runway just six minutes >>



after we started to taxi from Bravo apron. After turning towards the Rexham waypoint and squawking (an assigned aircraft transponder code number) 2272, Hawarden ATC hands over the flight to Scottish control. Next the crew completes the after take-off checks while the aircraft settles into its climb to the cruising altitude of 29,000ft (8,840m) – it generally cruises at somewhere between this and 33,000ft (10,058m). The cruising speed is Mach .69 which is slightly lower than a standard A300 due to the added drag and pressure imposed by the larger airframe.

The aircraft can climb at a maximum rate of 4,000ft (1,220m) per minute when empty, but this reduces with increased weight. The flightdeck is equipped with a third-generation glass cockpit and is controlled via conventional central yokes rather than the now customary side-stick controllers favoured by Airbus. Apart from the noticeably lowered headroom of the cockpit it is much the same as a standard A300. In fact, according to

Captain Tremerele the Beluga flies just like the passenger jet apart from limited cruising altitude and speed.

Our flight is routed initially south, abeam Bristol, en route to the south coast around Torquay; it then passes the Channel Islands and overflies another Airbus facility at Saint-Nazaire in western France. We continue southwards, hugging the Atlantic coastline before turning inland at Bordeaux and heading straight to Toulouse, where we land on Runway 32L. Once on the ground the aircraft taxied to the centrally located

“IN FACT, ACCORDING TO CAPTAIN TREMEREL THE BELUGA FLIES JUST LIKE THE PASSENGER JET APART FROM LIMITED CRUISING ALTITUDE AND SPEED.”



Beluga parking and loading area on the Airbus side of Toulouse/Blagnac Airport, where we were parked between Beluga number 2 (F-GSTB) and the all-white number 5 (F-GSTF) which at the time of the author's visit was about to be repainted into ATI's corporate livery.

The wing sets were due to be offloaded the next morning, so the crew finished their paperwork and left in the crew bus for their hotel.

This was the end of a fascinating day, flying in an aircraft type that very few people outside of ATI will ever get to experience. Perhaps one day I'll get to fly on the jet that 'our' wings were destined for. **2/1/1**

The author would like to thank Robert Gage, Media Relations Manager at Broughton for his tireless efforts in making this trip happen and to Captain Tremerele, First Officer Machavoine and Flight Engineer Echevard for their company and explanations during the flight.

Above • After touching down at Broughton, the Beluga – in this instance F-GSTC/3 – rolls out to the end of the runway and then backtracks to park on Apron Bravo, where it becomes the responsibility of the Airbus ground co-ordinator.

Above left • The Beluga's hold is so large it easily accommodates this A350 XWB horizontal tailplane. (Airbus)

Below • The wing cover for Airbus' first A350 XWB flying prototype is being loaded into an A300-600ST Beluga at the company's Illescas facility in Spain. It was later flown to its wing assembly site at Broughton. (Airbus)



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THE CENTRE SPREAD

OCTOBER 2013

Prior to its flypast over the manufacturer's facility at Derby on August 8, Rolls-Royce-powered British Airways Boeing 787 Dreamliner, G-ZBJA (c/n 38609), took part in an air-to-air photography session over Rutland.

Photo • Geoffrey Lee, Planefocus





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EAST ANGLIA'S Multinational MRO



Tony Dixon catches up on the latest developments at KLM UK Engineering's Norwich Airport headquarters in the UK.

Hangar 8 has recently undergone changes to incorporate the 'Lean Six Sigma' methodologies [improved efficiency].

KLM UAE provides engine maintenance for CFM56-5s, GE90s and CF6-80E1s.

Every aircraft requires regular servicing as part of flight safety and this can take place in between flights, while parked at the gate, or involve an overnight stop in a hangar for more detailed work.

Furthermore, they are also subject to 'heavy checks' which, although less frequent, are far more comprehensive and are generally undertaken at a major maintenance facility. The 'C' check is usually carried out every 12-24 months – depending upon the number of hours flown – and includes an extensive inspection of the aircraft systems.

The 'D' check, which is performed approximately every five years, is even more extensive and may entail >>

"WE CAN UNDERTAKE WORK ON A RANGE OF TYPES INCLUDING BAE 146s AND AVRO RJs, BOEING 737S - ALL SERIES - AND FOKKER PRODUCTS."

Managing Director Paul Chün.





stripping the airframe down to the bare metal, rewiring, fitting a new interior, taking off the engines and a repaint. These procedures can be both time consuming – the ‘C’ check can take in excess of a week while the ‘D’ check, when combined with extensive modifications may take up to two months – and it is costly to airlines and, in some cases, may even require a replacement aircraft to fill the gap.

It is the job of maintenance, repair and overhaul (MRO) facilities – such as KLM UK Engineering (KLM UKE) based at Norwich International Airport – to do the work quickly and efficiently to provide minimum disruption to the customer. The East Anglian company has three hangars; two new and one ex-RAF, in the south east corner of the airport. There are six aircraft bays – one currently leased to painting company Air



KLM UKE CAPABILITIES	
Base Maintenance Heavy Maintenance Approvals	Airbus A320 Family
	BAe 146/Avro RJ all series
	Boeing 737-300, 400, 500 series
	Boeing 737-600, 700, 800, 900 series
	Fokker 50/70/100
Line Maintenance Stations Aberdeen, Birmingham, Edinburgh, Glasgow, Manchester and Norwich airports	Airbus A320 Family
	BAe146/Avro RJ all series
	Boeing 737 all series
	Embraer 190
	Fokker 50/70/100
Workshops	Station start-up support
	Aircraft interior refurbishment
	Airframe
	Calibration
	Component
	Composite/advanced composite
	Electrical repair and overhaul
Non-Destructive Testing (NDT) Services	Paint
	Extensive range of NDT equipment
	Over 35 years of aerospace NDT inspection experience
	PCN Level 2 qualified staff operating from the Norwich base
	Rapid response to customer's within Europe

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First Air
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KLM Cityhopper
Lamia
Montenegro Air
Pegasus Airlines
Ryanair
Sunwing Airlines
Thomson Airways
Titan Airways
Transavia
Travel Service
Turkmenistan Airlines
UTair

Livery (see article *Airliner World* January 2013) – and all are capable of handling aircraft up to the size of an Airbus A320 Family or Boeing 737 (up to series -900).

Company History

Founded originally as regional airline Air Anglia in 1970, the company merged with British Island Airways, Air Wales and Air Westward ten years later to form airUK and became the country's largest regional carrier (and third largest airline). Following an initial 45% acquisition by Dutch operator KLM in 1995, airUK became wholly owned by the national carrier two years later and

A ‘C’ check is usually carried out every 12-24 months – depending upon the numbers of hours flown.

Last year, some 85 aircraft were handled at Norwich, with the number for 2013 looking similar.

“IT ALSO HELPS TO BE PART OF AN AIRLINE GROUP AS CUSTOMERS CAN RELATE TO US AS WE SPEAK ‘AIRLINEISH’!”

Managing Director Paul Chün.

was renamed KLM UK the following year. The airline lasted five years before the aircraft transferred to KLM Cityhopper, at which point the engineering side – established by Air Anglia – broke away to become a separate entity – KLM UKE.

Following the merger in May 2004 of Air France and KLM, the engineering and maintenance companies – Air France Industries (AFI) and KLM Engineering and Maintenance (KLM E&M) – also combined into AFI KLM E&M and KLM UKE was absorbed into the multi-national entity, but retained its independence.

Facilities

Airliner World was given a tour of the facility by Sales Director David Spalding which started in Hangar 8.

Main image • Each hangar can accommodate up to two aircraft of Airbus A320/Boeing 737 size or Fokkers from sister company KLM Cityhopper. (All photos KLM UKE Monty Rakusen or PierreDelapierre unless stated)

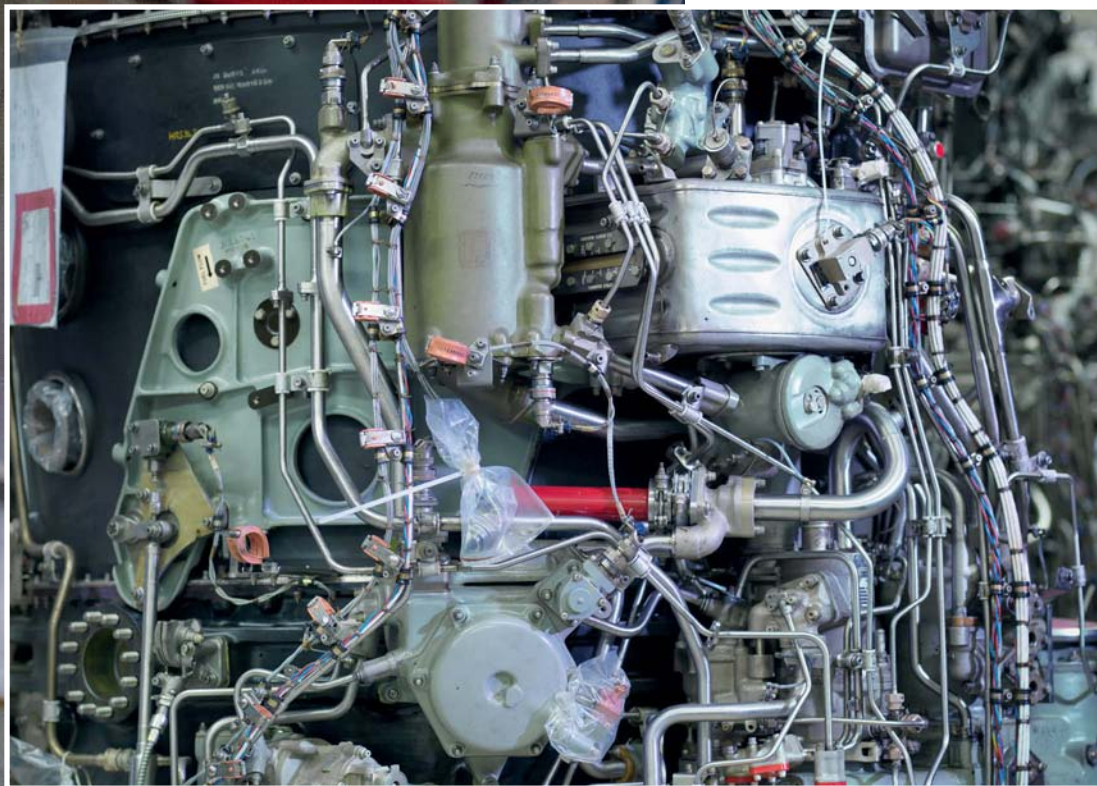
Left • The company can service aircraft such as the BAe 146 and Avro RJ.

Right • The hangar floor has been repainted in paler colours to increase light levels which have improved by around ten times the previous level.



"We have recently undergone changes to incorporate the 'Lean Six Sigma' methodologies [improved efficiency] here," said David. "We started from scratch with the hangar completely emptied - and the floor repainted in paler colours to increase light levels which have improved by around ten times the previous level. This significantly improves the conditions required for inspection. As part of the process, we have also tidied up stores containers, employees work stations, lockers along with the redesign of staging." On the wall at every one of the aircraft positions are large television screens linked to computer stations which details the real time progress of the aircraft including work completed, and due to be carried out. "This hangar [and the adjacent Hangar 7] can take up to two A320/737 aircraft or two of the Fokker 70s of one of our primary customers KLM Cityhopper." The company was awarded a new heavy maintenance contract, covering the regional carrier's Fokker 70 fleet in July 2013, including modification work. This extended the accord signed by the companies in November 2012, involving line maintenance at all UK out-stations (except Aberdeen). "We have to bid for all contracts, even for those within the Air France/KLM Group," continued David, "although we are the only AFI KLM E&M facility that provides heavy maintenance to the Fokker fleet."

A corridor connects the two hangars, containing a large vending machine. However, it is not stocked with food and beverages, but nuts, bolts, rivets, screws and other essential parts. Each engineer has his or her own card and >>





"THE COMPANY HAS AROUND 375 EMPLOYEES, BUT THIS CAN BE BOLSTERED BY CONTRACTORS DEPENDING ON WORKLOAD."

'orders' items on a touch screen display. The relevant dispensing box opens and the items can be taken. The system makes it easier to account for parts, work out the charges for a particular job and allows the company that runs the machine – Monks and Crane – to restock as necessary.

Inside Hangar 7 were two more aircraft, a 737 and a Fokker 50. Unlike its neighbour, this has darker floors and walls. The difference is noticeable. "As part of our plans, we will roll out the hangar improvements to all bays as soon as we have the opportunity," explained David. "Given that the problem is that we have been full since January and have bookings for the foreseeable future. We operate 24 hours a day, 364 days a year, with the main workforce operating during an 'extended' day along with a

Above • The two main hangars - 7 and 8 - each have two maintenance stations.

Right • KLM UKE likes to employ people who have the experience of educating personnel to work on the shop floor and to bring in modern teaching practices to the hangar environment."



core overnight shift."

Across the apron, the company's Hangar 3 has a single bay. It is an original RAF building and dates back to the 1950s. However, completely updated, the new composites and sheet metals bay located in the hangar has been through the 'lean' process including its pale blue painted walls which are, apparently, "the most productive colour according to psychoanalysts".

Operations

Back in the headquarters' offices, *Airliner World* spoke to Managing Director Paul Chün about how the company operates alongside AFI/KLM E&M. "We can undertake work on a range of types including BAe 146s and Avro RJs, 737 (all series) and the Fokker products. We have traditionally been predominantly a Boeing company, but a decision was taken at group level to

add the Airbus A320 Family to our portfolio,” said Paul. “Previously, the group’s Airbus jets have been serviced at Toulouse [France] or in Morocco, but it was thought that a Northern European facility was required. An A320 is parked on the apron at present and, although it will be parted out eventually, we have used it to help gain servicing qualifications for our employees on the type. We are in negotiations with a customer at present and hope to do our first ‘C’ check on the type before the end of the year.”

The company has around 375

employees, but this can be bolstered by contractors depending on seasonal workload. Last year some 85 aircraft were handled at Norwich, with the number for 2013 looking similar. The hangars and apron areas are rented from the airport authority and, with the airfield being ex-RAF, there is plenty of room for parking on other areas of the airport. KLM UAE can, and does, prepare aircraft for storage. However it does a little bit more than the minimum required, including using dehumidifiers where necessary – the UK’s climate is not exactly conducive to long-term open storage. As a result, weekly and

monthly checks, including external power and/or auxiliary power unit running, are undertaken plus anything additional stipulated by the customer.

“It also helps to be part of an airline group, as customers can relate to us as we speak ‘airlineish’!” continued Paul. “We don’t necessarily offer the lowest prices in the business, and have competition from companies in Eastern Europe for example, but we do have a strong relationship with our customers. Delivering on time and at a high quality is a strong plus for us. We can also do work slightly quicker than some of our competitors.



Apprenticeships

Year 1 - A 26-week training course with East Anglian Group for Industrial Training followed by experience within KLM UAE’s support departments.

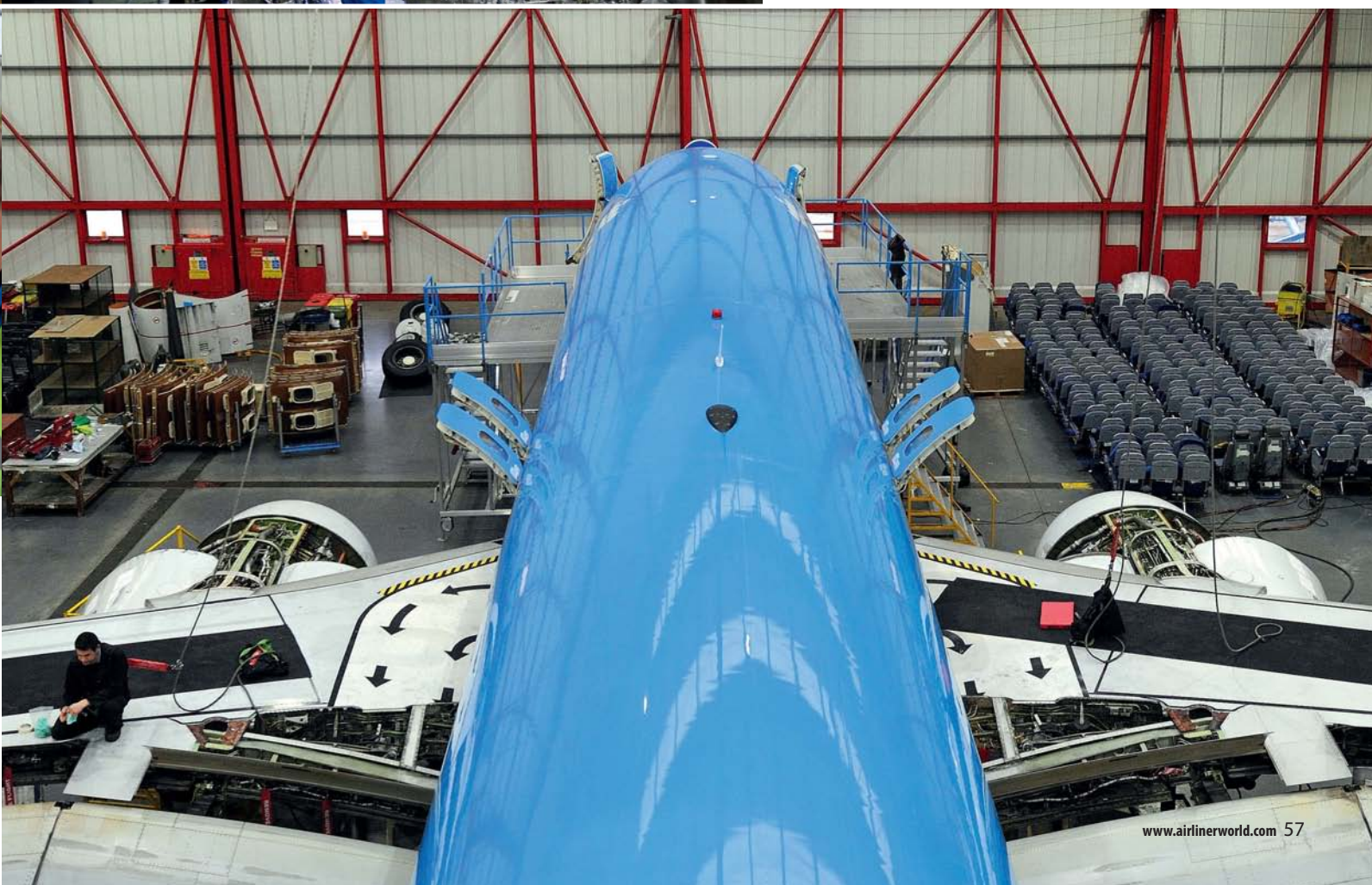
Year 2 - Start of NVQ and studying for City & Guilds 2675 & EASA Part 66 category A aircraft mechanics licence at technical college together with training at KLM UAE.

Year 3 - On-the-job training at the KLM UAE workshops working on aircraft components and further developing hand skills. Apprentices rotate through the airframe, electrical, component and composite bays.

Year 4 - Apprentices transfer to the hangars and start working on aircraft maintenance. Apprentices achieve the following qualifications: Advanced NVQ level 3 in mechanical engineering City & Guilds 2675 aeronautical engineering EASA Part 66 category A licence (subject to achieving 75% or above in all modules)

The company has an extensive engine maintenance facility.

A Boeing 737 belonging to sister company KLM undergoing maintenance in Hangar 7.



AFI KLM E&M

Air France Industries and KLM Engineering & Maintenance, which joined forces following the Air France KLM merger, are major, multi-product MRO providers, with a joint workforce of over 14,000. The companies offer comprehensive technical support for airlines ranging from engineering and line maintenance to engine overhaul, as well as the management, repair and supply of aircraft components, structured around a powerful logistics network. The companies support almost 1,300 aircraft operated by 150 major international and domestic airlines. www.afklmem.com

For instance, a light 'C' check normally takes five days, but we can do it in four and a half. This gives the customer the chance to get the aircraft back into service earlier.

"The growth of KLM UKE is really what we are looking at," added Pierre Teboul, AFI/KLM E&M's Vice President Sales Northern and Eastern Europe. "We have a new initiative – Transform 2015 – that will see us as a truly global entity with KLM and Air France being effectively one company with a similar plan for engineering. One of our contributions to the overall group is to be successful in the market. Operations at Norwich can be very beneficial overall and some of the things that have been implemented here have subsequently been adopted in Schiphol, Amsterdam, and in France."

Training and Apprenticeships

The company has an on-site technical training college which provides European Aviation Safety Agency (EASA) Type/Basic courses, compliance, e-learning training and an aircraft apprentice scheme. "It is generally recognised that there will be a worldwide shortage of

In a corridor connecting the two hangars, there is a large vending machine. However, it is not stocked with food and beverages, but nuts, bolts, rivets, screws and other essential parts.



"WE HAVE AROUND 40 APPRENTICES IN THE SYSTEM ON FOUR YEAR COURSES AND IN THE FUTURE THIS WILL MAKE UP AROUND 10% OF OUR WORKFORCE."

Once complete, aircraft of KLM Cityhopper return to passenger duties. (Airliner World)

licensed engineers," said Paul. "The Royal Aeronautical Society has stated that within five years, there will be a lack of trained staff. We are therefore trying to produce engineers ourselves. We have around 40 apprentices in the system on four year courses and in the future this will make up around 10% of our workforce. We also have a foundation degree course with Kingston University London, for the first two years at present, but next year will be a full BSc. We like to employ people who have the experience of educating personnel to work on the shop floor and

to bring in modern teaching practices to the hangar environment."

Expansion

There are plans at Norwich Airport to establish a new maintenance area to the north of the main runway which, at present, will only serve Air Livery but should make available one more maintenance line southside. However, KLM UK E is proposing a new engine-running area in the northeastern corner of the airport. "A planning application was approved in March 2013 and we are now in the last stages of consultation," said Paul. "Hopefully building will start by end of the year although, like everything else, the area will be leased from the airport. We have already restricted its operating times, voluntarily, to between 07:00 and 20:00. If all the plans are approved we may be looking at expansion in the future – and there is an opportunity if Air Livery moves – but, as there is a lot of space available already, it will probably not involve building a new hangar."



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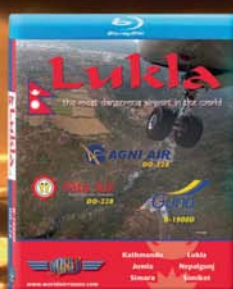
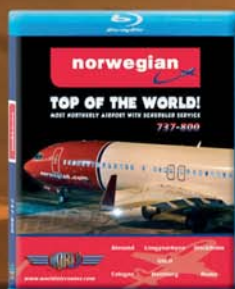
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Following a successful Ian Allen Tours trip to South America in July, **Steve Kinder and Tom Singfield** provide a taste of some of the older types seen.

Consolidated PBY-6A Catalina, HK-2115-P (c/n 1566), has seen better days and is now parked at Villavicencio/La Vanguardia Airport. (SK)

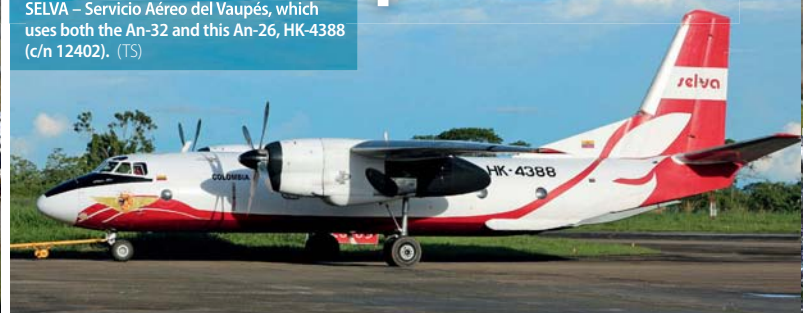


Colombia Snapshot

Douglas C-117D Skytrooper, HK-3586 (c/n 43325), was last operated by LADU Colombia and now resides at Medellín/Rionegro José María Córdova. (SK)



Another Antonov operator in Colombia is SELVA – Servicio Aéreo del Vaupés, which uses both the An-32 and this An-26, HK-4388 (c/n 12402). (TS)



Of the 16 Douglas DC-3 Dakotas seen at Villavicencio/La Vanguardia in various states, HK-3293 (c/n 9186), still operates with Air Colombia. In 1943, the aircraft was operated by British Overseas Airways Corporation (BOAC) on behalf of the Royal Air Force as G-AGHF. (TS)





One of four Antonov An-2s at Villavicencio, HK-3960-X (c/n 1G-23218), was in by far the worst condition. Gradually being taken over by the jungle, this Polish-built ex-TAGA Colombia machine was originally with Aeroflot and later Cubana. (TS)



Bogotá-based Aer Caribbe operates Beech 200s, Antonov An-26s and An-32s on domestic charter flights, including An-32, HK-4052 (c/n 1805), pictured at Bogotá/El Dorado International Airport. (TS)



Vickers Viscount V745, HK-1706 (c/n 138), is on display in the Comfama Parque in Medellín. The aircraft was last operated by Intercontinental de Aviación when it diverted to the local airport after an instrument failure. (SK)



Douglas C-54B, FAC695 (c/n 10465), is now covered in graffiti at Madrid Air Force Base in Colombia. (SK)

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Swiss Airbus A340-300 DVD



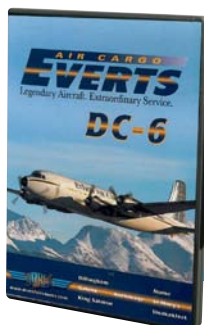
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Swissair MD-11 DVD



Swissair was one of the launch customers of the MD-11 and became the largest operator of the type in Europe. This DVD allows you to discover everything about this great aircraft inside and out. The crew does an outstanding job in presenting the cockpit and the operation of a long haul flight to South America.

Region-Free DVD.
Running time: 167 minutes.

Code: DVD457

ONLY £18.49

Baboo Embraer-190



On this program you fly in the cockpit of the new EMB-190 to Greece with a very scenic approach to Athens followed by a flight to Sofia and the 1st ever flight to Romania in the World Air Routes as you land in Bucharest.

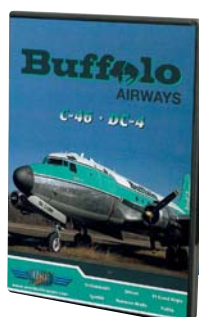
Running time: 203 minutes

Region Free DVD

Code: DVD437

ONLY £14.99

Buffalo Airways DC-4/C-46 DVD



Buffalo Airways was established over 40 years ago and is based in Yellowknife. The airline has become famous through the TV Show 'Ice Pilots' and World Air Routes is honoured to be welcoming Buffalo to their ever growing Flight in the Cockpit series! The aircraft you will fly in for this program is a piece of history, C-GCTF was built 65 years ago!

Region-free DVD.
Running time: 246 Minutes.

Code: DVD438

ONLY £18.49

Vietnam Airports Spectacular DVD



Welcome to another exclusive extreme airport adventure as AirUtopia takes you deep into Vietnamese territory for some incredibly rare aviation action. All the best that Ho Chi Minh (Saigon), Hanoi and Da Nang airports have to offer is capped off by the first ever Airbus A380 visit to the country!

Region-free DVD.
Running time: 60 mins.

Code: DVD509 **REDUCED**

ONLY £7.49

Aegean Airbus A320



Join the Aegean Airways crew on flights in the Airbus A320/321 and Avro RJ100. Includes a journey to London Heathrow that provides stunning views over London and a crosswind landing. With pre-flight briefing, cockpit presentation and a pilots-eye view of the LHR approach this Widescreen production is a must-have for any aviation enthusiast!

Running time: 152 minutes
Region Free DVD

Code: DVD466

ONLY £18.49

Air Canada Boeing 777 Polar Operations



This latest Air Canada DVD is hosted by the airline's Senior Director of Flight Operations, Captain Rick Allen who takes you on Air Canada's non-stop service from Toronto to Hong Kong and back becoming the longest route in the World Air Routes series!

Running time: 262 mins.
Region-free DVD

BESTSELLER

Code: DVD505

ONLY £18.49

Arik Air Boeing 737 & Hifly Airbus A340-500



Just Planes are delighted to welcome 2 new airlines to their series which now counts 236 airlines! The first is Arik Air, Nigeria's major airline and one of the big newcomers in the African sky with a super modern fleet and quickly growing network of routes and destinations.

Running time: 221 minutes
Region Free DVD

Code: DVD512

ONLY £18.49

New York JFK Classic Airport DVD



Journey back in time to America's most famous airport - NEW YORK JFK INTERNATIONAL AIRPORT! AirUtopia takes you back to the early 1980s for a glimpse at the classic airlines and airlines that helped make JFK one of the greatest airports in the history of aviation!

Region-Free DVD.
Running time: 60 minutes.

Code: DVD339

ONLY £12.49

Sabena Boeing 737/747 DVD



For nearly 80 years Sabena planes have been seen at airports all around the world. Just Planes was fortunate to have filmed a number of flights on Sabena aircraft. The Boeing 747-300 series was not too common. The aircraft basically has the cockpit of a 200 and outside looks of a 400. It first flew in October 1982 and Swissair took delivery of the 1st aircraft while Sabena took the last one in 1990. Region-free DVD, Running time 189 mins.

Code: DVD502

ONLY £18.49

Martinair MD-11 DVD



Dutch airline Martinair and their English-speaking crew welcome you on a round trip from Amsterdam to Palma de Mallorca. This remarkable three hour DVD edition has been produced to the 'Platinum' standard and provides a fascinating view of flying the world's only modern wide-cabin tri-jet airliner.

Region-free DVD.
Running time: 183 minutes,

Code: DVD481

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Hello Ki

Ronald Kuhlmann finds out about the popular cartoon cat that has been 'adopted' by the Taiwanese national carrier.

The branding is all-encompassing and starts at the automated check-in kiosks.

Airbus A330-302, B-16331 (c/n 1254), sporting the 'Hello Kitty' colours. (Airteamimages.com/Keishi Nukina)

Anyone who travels on a regular basis has probably flown on an aircraft sporting a special livery. They range from promotional paint schemes for attractions, such as Sea World or Disneyland, to designs that celebrate some aspect of the airline's history such as the special 'SFO' aircraft with which Swiss International Air Lines introduced its Zurich-San Francisco service in 2010. Others include sponsorships, for instance some of Turkish Airlines'



"Customers will even plan trips in order to fly on each of the branded aircraft."

tty! EVA Air's Marketing Coup



Even the in-flight catering is 'Hello Kitty' themed. (All photos author unless stated)

aircraft celebrate partnerships with European sports teams – both football and basketball – while others can be considered as 'works of art', such as 'Wunala Dreaming' from Qantas Airways of Australia. However, no carrier has been able to match the success and depth of promotion that is represented by EVA Air of Taiwan's mini fleet of *Hello Kitty* jets – see panel.

At least six of the airline's Airbus A330s have sported distinctive *Hello Kitty* liveries since the first one appeared in 2005, operating on regional flights within Asia, while a Boeing 777-300 is due shortly to carry the scheme to Europe and the USA. As these photographs illustrate, the campaign is all-encompassing – beginning at check-in then featuring in every aspect of the in-flight service. Practically everything >>

Hello Kitty

The cartoon character 'Hello Kitty' was originally created in 1974 by a designer called Yuko Shimizu at the Japanese company Sanrio. Aimed primarily to appeal to the Japanese pop culture of 'kawaii' (cute), Kitty White is based on a Japanese bobtail cat who sports a distinctive red bow below one ear. The character crossed the Pacific to the United States in 1976 and proved to be incredibly popular, initially with children. The Kitty cult has since developed into a global brand worth over \$5 billion a year.

Hello Kitty's market has broadened to include adult consumers and can be found on a variety of products ranging from fashion accessories to high-end consumer products – such as jewellery and perfumes. Several television series, targeted at young children, have been made and the character is the main focal point of the two Japanese Sanrio theme parks – 'Harmonyland' and the indoor 'Sanrio Puroland'.



HELLO KITTY FLEET			
A330-203	B-16303	555	(since repainted)
	B-16309	661	
	B-16311	693	
A330-302X	B-16331	1254	
	B-16332	1268	
	B-16333	1274	
777-350ER	B-		(expected soon)





“EVA Air says the passenger response has been beyond expectations.”

is themed, from the food and emergency procedures cards right down to the toilet paper – passengers are transported not just to another city but to another world inhabited by cheerful cartoon characters.

EVA Air says the passenger response has been beyond expectations – but that does mean that everything from headrest covers to soaps are collected as souvenirs at the end of each flight, requiring virtually all Hello Kitty branded materials to be replenished before the next leg. The company has found that customers will even plan trips in order to fly on each of the

The titles were initially carried on Airbus A330-200s, including B-16311 (c/n 693). (Airteamimages.com/Yukihiro Kaneko)

Below left • Onboard, cabin crew sell a range of ‘Hello Kitty’ products.

Bottom left • Passengers are transported not just to another city but to another world.

passengers, but EVA Air reports that regular business travellers also enjoy the excitement that the aircraft generate. In terms of marketing genius, you would be hard pressed to find an industry parallel.

The relationship between this cartoon phenomenon and the airline has proved to be a win-win for both sides. And for those who want even more, a special website has been created to cover all things *Hello Kitty* – <http://evakitty.evaair.com/en/>

branded aircraft and this enthusiasm has also meant that in-flight sales figures for the themed products have skyrocketed on board each of the *Hello Kitty* jets.

It may be tempting to assume the draw is limited to children and leisure



At the airport, tow trucks have also been branded with Hello Kitty characters.

Models Roundup

Aviation News incorporating Classic Aircraft reviews the latest models on the market.

Airbus A340-300 Lufthansa D-AIFC, 1:200, Item No G2DLH368.

Price £90.00. Gemini Jets

Built in 2000, D-AIFC is one of 48 A340-300s in Lufthansa's current fleet. The model comes complete with stand and centreline undercarriage unit, and shows Lufthansa's simple yet effective blue, white and yellow livery to good effect. The A340 makes for a large model in this scale.

www.aviamart.com

www.airspotters.com

www.aviationretaildirect.com



Boeing 727-200 USAir N720US, 1:200, Item No G2USA406.

Price £64.00. Gemini Jets

Built in 1969 and delivered to PSA, N720US later flew with Piedmont Air Lines before passing to USAir. The model shows the aircraft's final USAir scheme before the airline disappeared into US Airways and adopted new colours. It has the lovely polished aluminium undersides of the USAir livery and the carrier's logos on its fin and fuselage.

www.aviamart.com

www.airspotters.com

www.aviationretaildirect.com



Boeing 727-200 Delta Air Lines N542DA, 1:200, Item No G2DAL106.

Price £64.00. Gemini Jets

N542DA was built in 1981 and delivered directly to Delta. The carrier retired the last of its 727s in 2003, by which time this airframe was stored at Victorville, California awaiting its fate. The model shows N720US in the airline's mid-1990s' red, white and blue colours and it comes complete with a stand.

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Boeing 737-500 Continental Airlines N14645, 1:200, Item No G2COA297. Price £55.00. Gemini Jets

Delivered in 1997, this 737-500 was one of 29 in Continental's fleet – it was sold in May 2012 and exported to Bermuda. The model includes N14645's distinctive retrofitted winglets and the airline's gold globe tail marking. A stand allows display in a 'flying' attitude.

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Boeing 717-200 Air Tran Airways N948AT, 1:400, Item No GJTRS1303.

Price £25.00. Gemini Jets

Built in 1999, N948AT was one of 88 717-200s in the Air Tran fleet. The model depicts the carrier's standard scheme, which is mainly white, but with teal underside making this a bright little piece. In 2011 Air Tran was taken over by Southwest Airlines and all the 717s are to be transferred to Delta Air Lines. Air Tran is to be entirely absorbed into its new owner.

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Boeing 777-200LR Delta Air Lines N704DK, 1:400, Item No GJDAL1309. £35.00. Gemini Jets

Built in 2009 and one of ten 777-200LR's in Delta's fleet, N704DK is modelled in the scheme that was adopted from 2007, using four colours instead of the previous eight and saving a day in the paint shop per aircraft. The model shows off the scheme well, including the airline's distinctive fin design.

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Airbus A380-800 Emirates Airline A6-EEE, 1:400, Item No GJUAE1291.

Price £42.00. Gemini Jets

A6-EEE was built in 2012 and is one of 90 on order for Emirates. This model is quite large, even in 1:400 scale. It has moveable tyres and bears special markings on the underside of its forward fuselage, aft of the nose wheel, to marking the first commercial flight of an Emirates A380 into Mauritius, on the 45th anniversary of the island's independence.

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What's new
in flight
simulation
software.



A Majestic Milestone

Dash 8-Q400 Pilot Edition

The flight dynamics of Majestic's Dash 8-Q400 have been developed outside of FSX and are extremely realistic.

The Bombardier Dash 8 has emerged as one of the most successful regional turboprops and is in use with a wide range of customers from Northern Scandinavia to Southern Australia and all points in between. However, despite this popularity, the aircraft has seemingly escaped the notice of commercial flight simulation developers. A simplified Dash 8 was launched in early 2003 by the now defunct *Phoenix Simulation Software* (PSS), but very little opportunity has been offered to fly this remarkable aircraft in high fidelity in Flight Simulator X (FSX).

That deficit has now been rectified with the release of the Dash 8-Q400 – developed by Majestic Software and published by Just Flight – as an expansion for FSX. The ethos of the development team is simple: to create the most advanced Dash 8 simulation currently available on the desktop. In addition to the domestic market, Majestic is also hoping to offer the package as a training tool for commercial operators of the Canadian-built aircraft. To this end, the developer has chosen to make the Q400 available in three distinct versions: both 'Pilot' and 'Pro' cater for the advanced home simmer, whilst the 'Training' version – costing substantially more than the others – is aimed directly at airlines.

The exterior model of the aircraft is clearly a labour of love for the developer, as it has chosen to model the Dash 8 in exquisite detail. Though not generally considered to be an attractive aircraft (the stretched Q400 in particular has been nicknamed the 'stick insect' by pilots), the attention to detail in this add-on more than makes up for this. FSX users are benefitting from increasingly complex aircraft animations but this is the first to feature an operational cockpit escape hatch! This is supplemented by ice accretion on the propellers, wings and control surfaces while the windows

fog up in rainy conditions.

The base package also includes 19 high-definition liveries from around the world, including those of popular operators such as United Express, Flybe Air Canada Jazz, Qantas and Alaskan Airlines.

Complex Systems Management

The quality of the external modelling is matched by an equally impressive virtual cockpit, with almost complete functionality of every beautifully rendered switch and knob. All of the primary flight sys-

The glass cockpit is of exceptional quality and includes custom zone lighting, while the glass display screens even show dust.





tems are reproduced, including a complex Honeywell Flight Management Computer (FMC). From the outset, it should be realised that despite being a regional turboprop, the Dash 8 Q400 is almost equal in complexity to a larger jet airliner. This translates to the FMC, glass cockpit displays and a sophisticated overhead panel. For those who like shiny new toys in the cockpit, the navigation display can also be overlaid with either a weather radar or terrain map. This is not a 'turn the key and fly' type of aircraft and it will be necessary to invest a great deal of effort to learn the intricacies of its systems to correctly operate this state-of-the-art regional airliner simulation.

ised by Majestic - are simply astonishing and reflect every change in RPM.

Ready for Take-off

Preparing the Dash 8 for flight is a breeze thanks to a load and fuel planner that can be used to directly update the aircraft weight and configuration. Whilst readying the aircraft for flight, virtual pilots can enjoy the classical music played by the 'intelligent' flight attendants - this is just part of an entire array of cabin sounds and announcements. These are scripted to trigger based on specific aircraft states and can be customised on a per livery or global basis, something that both airlines and the home simmer will find useful.

In The Air

Once airborne, the aircraft handles like a dream at all weights and configurations, though a heavily laden Q400 is noticeably more sluggish than an empty ferry flight for example. The Dash 8 is exceptionally responsive in hand flying and operates extremely close to the manufacturer's published performance - it also responds realistically to the prevailing weather conditions while the effects of the propeller airstream on the airframe is also modelled. Again, Majestic has replaced much of the default flight dynamics from FSX with its own custom programming including a fully functional autopilot.

This is certainly one of the most incredible aircraft the author has ever had the pleasure to fly in FSX and it offers the last word in realism for regional types. The vast majority of the Dash 8 add-on has been developed outside of FSX offering a level of frame rate performance and systems fidelity that is second to none. It is clearly evident that the real target market for this Q400 is as a training tool for the airlines, and home simmers are privileged to have access to this package. The author has flown FSX expansions that are both good and great but very few reach the dizzying heights of this milestone achievement. The Majestic Dash 8 is one of those very few genre-defining aircraft simulations.

Jane Rachel Whittaker

What's new in flight simulation software.

Publisher: Just Flight

Price: £39.99

Website: www.justflight.com

Developer: Majestic Software

Release date: Out now

At a glance: The Majestic Dash 8 raises the bar, with an exceptionally detailed regional aircraft, offering incredible performance, thanks to custom modelling outside of FSX. Quite simply a tour de force!

System requirements: FSX (SP2 and/or Acceleration or Gold edition); PC 2.0Ghz; 2GB RAM; 512Mb graphics card; Windows XP or Vista, Windows 7 or Windows 8; 2.5Gb hard drive space.

Recommended: FSX (SP2 and/or Acceleration or Gold edition); PC 3.0Ghz or multi core; 2GB RAM; 512Mb graphics card; Windows XP or Vista, Windows 7 or Windows 8; 2.5Gb hard drive space

It is easy to see why pilots often refer to the stretched Dash 8-Q400 as the 'stick insect':

The Majestic Q400 includes both terrain and weather radars.

Majestic has custom-programmed the flight dynamics allowing for a perfectly timed start-up of each engine. This is accompanied by an impressive soundscape.

Custom Flight Dynamics

Unsurprisingly, the attention to detail that graces the external model and virtual cockpit is also present in the heavily customised flight dynamics. The engines feature a proper spin-up sequence, both in terms of the engine instrument display values and looking out over the prop. Unlike many FSX turboprop aircraft, the Q400's propellers gently spin into life, taking around 30 seconds to reach the final rotation speed. Throughout the sequence, the engine sounds - which have been highly custom-



The latest commercial aircraft deliveries from manufacturers and lessors.

Royal Air Maroc has leased Embraer 190AR, PH-DNA (c/n 372), from ACMI specialist Denim Air of Holland for one year. (Guillaume Carre)

Ex-Kingfisher Airbus A330-223, D-ANUB (c/n 0946), has been stored at Zurich, Switzerland since July 2012. It has now flown to Lufthansa Technik in Malta for maintenance work. (Stephen J Muscat via Chris Cauchi)



RAYYAN AIR [FR/RAB]			
AP-BKS	B747-281B(F)	23813	ex EK74723, Lsd fr Agneet Sky
ROYAL TONGA AIRLINES			
A3-	MA-60		ex B-1027L, dd 26.06.13
A6-EH	A380-861	119	ex F-WWSY, dd 04.06.13
A6-EE	A380-861	123	ex F-WWAM, dd 17.06.13
ETIHAD AIRWAYS [EY/ETD]			
A6-ETP	B777-3XER	41699	dd 25.06.13
VT-JWJ	A330-202	885	ex F-WWKS, dd 29.05.13, sub-Lsd fr Jet Airways
VT-JWM	A330-202	923	ex F-WWYF, dd 06.06.13, sub-Lsd fr Jet Airways

QATAR AIRWAYS [QR/ATR 'QATARI']			
A7-BCD	B787-8	38322	dd 14.06.13
A7-BFE	B777-FDZ	39644	dd 21.06.13

AIR CHINA [CA/CCA]			
B-5755	B737-89L	40043	dd 21.06.13, trf to Shandong Airlines on delivery

BEIJING CAPITAL AIRLINES [JD/CBJ 'CAPITAL JET']			
B-6869	A320-214	5630	ex D-AUBP, dd 04.06.13, Lsd fr Hainan Airlines

CHINA EASTERN AIRLINES [MU/CES]			
B-5779	B737-89P	39726	dd 23.06.13
B-5926	A330-243	1421	ex F-WWTQ, dd 04.06.13

CHINA EXPRESS AIRLINES [G5/HXA]			
B-3360	CRJ900	15289	ex C-GIAJ, reg'd 09.04.13
B-3361	CRJ900	15290	ex C-GZQP, reg'd 10.05.13

CHINA FLYING DRAGON AVIATION			
B-3752	Harbin Y-12 IV	050	reg'd 11.06.12
B-3753	Harbin Y-12 IV	051	reg'd 11.06.12

CHINA SOUTHERN AIRLINES [CZ/CSN]			
B-5743	B737-81B	38947	dd 13.06.13
B-5745	B737-81B	38948	dd 18.06.13
B-5746	B737-81B	38952	dd 24.06.13
B-5747	B737-81B	38961	dd 10.06.13
B-5922	A330-323E	1425	ex F-WWKM, dd 20.06.13
B-6979	A321-231	5655	ex D-AVZU, dd 21.06.13
B-7350	S-92A	920188	ex N988R, reg'd 22.05.13
B-9912	A320-232	5561	ex B-516L, dd 07.06.13
B-9916	A320-232	5564	ex B-519L, dd 28.06.13

CHINA UNITED AIRLINES [KN/CUA 'LIANHANG']			
B-5840	B737-89P	41304	dd 21.06.13, sub-Lsd fr China Eastern

CHINA WEST AIR [PN/CHB 'WEST CHINA']			
B-9949	A320-214	5626	ex F-WWBD, dd 28.06.13, Lsd fr Hong Kong Airlines

HAINAN AIRLINES [HU/CHH]			
B-5806	B737-74P	39200	dd 06.06.13, Lsd to Lucky Air

JUNEYAO AIRLINES [HO/DKH 'AIR JUNEYAO']			
B-6298	A320-214	2975	repainted into special red colours, ferried Toulouse – Shanghai SHA 10.06.13 after temp storage as B-6962

B-6962	A320-214	5491	
B-6963	A320-214	5455	

LUCKY AIR [BL/LKE]			
B-5806	B737-74P	39200	dd 06.06.13, Lsd fr Hainan Airlines

SF AIRLINES			
B-2506	B737-429(F)	25226	ex N196SE, dd 18.07.13

SHANDONG AIRLINES [SC/CDG]			
B-5755	B737-89L	40043	dd 21.06.13
B-5781	B737-85N	39332	dd 12.06.13, Lsd fr Babcock & Brown

B-5782	B737-85N	39111	dd 10.06.16
SHENZHEN AIRLINES [G5/CSZ]			
B-5737	B737-87L	39133	dd 11.06.13

B-9910	A320-214	5550	dd 03.06.13
SICHUAN AIRLINES [3U/CSC]			
B-9935	A320-232	5646	ex F-WWIM, dd 26.06.13, Lsd fr CIT Aerospace

B-9936	A321-231	5670	DD-AVZY, dd 27.06.13
B-9937	A321-231	5647	DD-AVZT, dd 19.06.13

SPRING AIRLINES [9S/CQH 'AIR SPRING']			
B-9940	A320-214	5562	ex B-517L, dd 19.06.13



TIANJIN AIRLINES [GS/GCR 'CHINA DRAGON']			
B-9963	A320-214	4600	ex OE-ICD, dd 22.06.13, Lsd fr GECAS, in '5th East Asian Games' colours

TIBET AIRLINES [TBA]			
B-6443	A319-115	5563	ex B-518L, dd 26.06.13

XIAMEN AIRLINES [MF/CXA]			
B-5750	B737-85C	38380	dd 03.06.13
B-5788	B737-85C	38382	dd 17.06.13

HONG KONG AIRLINES [HX/CRK 'BAUHNIA']			
B-9949	A320-214	5626	ex F-WWBD, dd 28.06.13, Lsd to China West Air

CHINA AIRLINES [CI/CAL 'DYNASTY']			
B-18203	B747-409	28711	repainted into special 'Jimmy' colours, dd 28.06.13, Lsd fr ILFC

B-18653	B737-808	41788	
UNI AIRWAYS [B7/UA 'GLORY']			
B-17005	ATR 72-600	1090	ex F-WWEC, dd 07.06.13

ADVENTURE AIR [3097448 MANITOBA LTD]			
C-GEZU	DHC-2	647	ex 53-8159

AIR CANADA [AC/ACA]			
C-FIVW	B777-333ER	42218	dd 13.06.13

AIR NOOTKA			
C-FSKZ	DHC-2	1594	ex CF-SKZ, reg'd 18.07.13

CHC HELICOPTERS INTERNATIONAL [HMB 'HUMMINGBIRD']			
C-FXVX	S-76C+	760468	ex PK-RJH, reg'd 16.07.13

CONNECT AIR			
C-GOIA	Saab 340B	347	ex N347CJ

GOGAL AIR SERVICE			
C-FKCL	Pa-31 350	752134	reg'd 08.07.13

GREAT SLAVE HELICOPTERS			
C-GAVA	Bell 205A-1	30187	ex N222HT

C-FEJY	E170-200SU	0097	ex PT-SZX
C-FBKB	DC-3C Turbo	25615	ex N8610

NORTH CARIBBO FLYING SERVICE [NCB]			
G-BZAZ	Avro RJ100	E3369	ex G-6-369, bf Triangle Regional Aircraft Leasing

REGIONAL 1 AIRLINES			
C-GEXM	CRJ200	7187	ex N622BR, Lsd fr Avmax Aircraft Leasing

SEAIR SEAPLANES			
C-GIGO	Ce 208	00549	ex N5162C

SKY REGIONAL (AIR CANADA EXPRESS) [SKV]			
C-FEJY	E170-200SU	0097	ex PT-SZX
C-FEJH	E170-200SU	0102	ex PT-SAH, dd 20.06.13

SUNWEST AVIATION			
C-FVVS	Pa.31 350	52199	ex B-3956

C-GAAF	SA227-DC	DC-891B	ex OY-EDK, Lsd fr Nordic Aviation Capital
C-GBOS	Dash 8-314	565	ex EC-IGE

C-GFCD	Dash 8-315	576	ex N196NW, bf Red Line Air LLC
C-GROK	B1900D	UE-362	

WABAKIMI AIR			
CF-BJY	DHC-2	173	
C-FYLZ	DHC-3	247	ex VH-SSR

WESTJET ENCORE [WS/WJE]			
C-FHEN	Dash 8-Q402	4441	dd 06.06.13, ferried Downsview – Calgary

SKY AIRLINE [HZ/SKU]			
CC-AJF	A319-111	2249	ex VQ-BMN, Lsd fr NBB Leo Co Ltd (BBAM)

ROYAL AIR MAROC [AT/RAM]			
CS-TLO	B767-383ER	24318	ex N318SR, dd 14.06.13, sub-Lsd fr EuroAtlantic
PH-DNA	E190-100AR	0372	ex A9C-MC, dd 19.07.13, sub-Lsd wet fr Denim Air

BOA – BOLIVIANA DE AVIACIÓN [OB]			
CP-2718	B737-33A	25057	ex N706DB

TRANSPORTES AÉREOS BOLIVIANOS [2L/BOL]			
CP-2791	DC-10-30F	48312	ex N314FE

HIFLY TRANSPORTES AÉREOS [5K/HFY]			
CS-TFZ	A330-243	1008	ret fr LOT

ORBEST [60/OBS]			
CS-TRM	A320-214	5642	ex D-AUBT, dd 10.06.13

INTER ILES AIR [IIA]			
UR-ALC	Saab 340A	163	ex UR-IMF, dd 05.13, sub-Lsd fr Aerojet

LINHAS AÉREAS DE MOÇAMBIQUE [TM/LAM]			
C9-EMC	E190-100AR	0581	named 'Chaimite'

AIRBERLIN [AB/BER]			
D-ABGP	A319-112	3728	ex OE-LOC, ret fr Niki
D-ABMQ	B737-86J	37780	dd 24.06.13

CONDOR [DE/CFG]			
D-AIAA	A321-211	1607	BOC Aviation, st Aviation PLLC, still Lsd to Condor

LUFTHANSA [LH/DLH]			
D-ABYL	B747-830	37833	named 'Potsdam' dd 25.06.13
D-ABYJ	B747-830	37834	dd 25.06.13

D-AIZU	A320-214	5635	ex D-AUBR, dd 12.06.13
D-AIZV	A320-214	5658	ex D-AUBY, dd 19.06.13

SUNEXPRESS DEUTSCHLAND [XG/SXD 'SUNRISE']			
D-ASXA	B737-829	28178	ex OE-LNK, dd 04.07.13, Lsd fr FLY Leasing

FUJI AIR [FJ/FJI]			
DQ-FJF	B737-7X2	28878	ferried Hong Kong – Nadi 07-08.06.13

AIR EUROPA [UX/AEA]			
EC-LPQ	B737-85P	35496	st MC Aviation Partners (MACP) & leased back as EC-LPQ

EC-LPR	B737-85P	36588	as EC-LPQ
EC-LQX	B737-85P	36589	ex OE-ICB, dd 27.06.13, Lsd fr CIT Aerospace

EC-LXA	A330-343X	670	
IBERIA [IB/IBE]			
EC-LXK	A330-302	1426	ex F-WWGC, dd 27.06.13

IBERIA EXPRESS [I2/IBS]			
EC-LEA	A320-214	1099	ex EC-HDO, dd 18.05.13

VUELING [VY/VLG]			
EC-JVE	A319-111	2843	ex D-AVYT, dd 20.03.13, Lsd fr Iberia

EC-LVV	A320-232	5620	named 'Vueling for a dream'
EC-LVX	A320-214	5673	ex D-AVVB, dd 27.06.13, Lsd fr AWAS, named 'Vuelingsgeföhle'

VOLOTEA AIRLINES [V7/VOE]			
EI-FBM	B717-2BL	55192	ex N926ME, dd 03.07.13, Lsd fr Boeing

EI-FCB	B717-2BL	55191	ex N925ME, dd 13.06.13, Lsd fr Boeing
AER ARRAN [RE/REA]			
OY-LHB	ATR 72-202	496	ex OY-RTF, dd 03.07.13, wet Lsd fr DAT

OY-RUB	ATR 72-202	301	ex F-WQNS, dd 31.05.13, wet Lsd fr DAT
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Key to Abbreviations

a/c	aircraft
als	airlines
aws	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt	converted
dbf	destroyed by fire
db	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
msn	see cn
ntu	not taken up
oo	on order
op	operated

We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

CHC IRELAND				
EI-ICA	S-92A	920045	ex G-SARB	
EI-ICD	S-92A	920052	ex G-SARC	
EI-ICR	S-92A	920051	ex G-CGOC	
MAHAN AIR [W5/IRM]				
UR-CKJ	Avro RJ100	E3343	ex SX-DMB, lsd fr Khors Air, noted at Tehran 24.05.13 in full colours	
AEROTRASCARGO [ATG/MOLDCARGO]				
ER-IAN	IL-76TD	64934	ex EW-343TH	
AIM AIR [AAM]				
ER-AVK	An-26B	13308	ex 808 Romanian AF, dd 03.06.13	
ER-AVL	An-26B	13809	ex 809 Romanian AF, dd 27.05.13	
GENEX [GNX/AEROGENEX]				
EW-278TG	An-26B	13306	ret fr Vulkan Air	
CLICK AIRWAYS [4C/CGK]				
EX-76001	IL-76TD	08257	ex 4L-FFG, lsd fr Airline Transport Inc	
AIR CORSICA [XK/CCM/CORSICA]				
F-GRPK	ATR 72-212A	727	ret fr CSA Czech Airlines	
CORSAIR [SS/CRL]				
F-HZEN	A330-343E	1376	st MC Aviation Partners (MCAP), lsd back to TUI & sub-lsd to Corsair	
ATLANTIC AIRLINES [NPT/NEPTUNE]				
G-JMCO	B737-310(F)	23569	ex OO-TNA, reg'd 12.07.13, lsd fr GECAS, is in West Atlantic colours	
BRISTOW HELICOPTERS [BHL]				
G-CGUA	EC-225LP	2785	ex 9M-STJ	
G-CGUB	EC-225LP	2790	ex 9M-STH	
G-CHYG	S-92A	920196	ex N196Q	
BRITISH AIRWAYS [BA/BAW/SPEEDBIRD]				
G-EUYO	A320-232	5634	ex F-WWDB, dd 13.06.13, was part of Iberia Airbus order	
G-ZBJA	B787-8	38609	dd 28.06.13	
G-ZBJB	B787-8	38610	dd 25.06.13	
CHC SCOTIA				
G-OAGB	AW139	31492	reg'd 18.06.13	
CITYWING [NM/BPS/BASE]				
G-JIBO	JS 3102	711	ex G-OJSA, dd 20.05.13, wet-lsd fr Links Air	
OK-ASA	Let 410UVP-E	902439	dd 22.05.13, lsd fr VanAir Europe	
EASYJET [U2/EZY/EASY]				
G-EZVJ	A320-214	5638	ex D-AUBS, dd 04.06.13	
JET2 [LS/EXS/CHANNEK]				
G-GDFN	B737-33V	29332	Jet2 Holidays colours	
G-GDFT	B737-36Q	29141	Jet2 colours, named 'Jet2 Murcia'	
THOMSON AIRWAYS [BY/TOM]				
G-TUIA	B787-8	34422	named 'Living the Dream'	
G-TUIB	B787-8	34423	named 'Alfie'	
G-TUIC	B787-8	34424	dd 13.05.13, lsd to TUI Travel sub-lsd to Thomson Airways, named 'Dream Maker'	

WIZZ AIR [W6/WZZ]				
HA-LWV	A320-232	5660	ex F-WWBS, dd 27.06.13, to MC Aviation Partners (MCAP) on delivery & leased back	
UR-WRC	A320-232	5539	st MC Aviation Partners (MCAP) & leased back	
FARNAIR SWITZERLAND [FT/FAT]				
HB-AFR	ATR 72-201(F)	195	ret fr Air Niugini	
SKYWORK [SX/SRK/SKYFOX]				
HB-AEV	Do 328-110	3056	noted with cartoons, named 'Sonnenbär'	
SWISS INTERNATIONAL AIR LINES [LX/SWR]				
HB-UH	A320-214	0574	named 'Dübendorf'	
HB-UJN	A320-214	0643	named 'Crans-Montana'	
ADA - AEROLÍNEA DE ANTIOQUIA [ANQ]				
HK-4917	Do 328-110	3039	ex HC-CFS	
AVIANCA - AEROLÍNEA DEL CONTINENTE AMERICANO [AV/AVA]				
HK-4954	ATR 72-600	1092	ex F-WWEE, dd 18.06.13	
NG32AV	A320-214	5632	ex F-WWBE, dd 10.06.13, reg'd to Wells Fargo Bank Northwest, trustee	
ASIANA AIRLINES [OZ/AAR]				
HL8279	A321-231	5363	ex D-AVZQ, dd 03.06.13, lsd fr IBC Leasing	
KOREAN AIR [KE/KAL]				
HL7273	B737-9B5ER	42174	dd 07.06.13	
8275	B777-3B5ER	67651	dd 11.06.13	
AIR PANAMA [PST]				
HP-1793PST	Fokker 50	20162	ex YL-BAS, dd 02.07.13, bf Nordic Aviation	
COPA AIRLINES [CM/CMP]				
HP-1830CMP	B737-8V3	40781	st MC Aviation Partners (MCAP) & leased back as HP-1830	
HP-1831CMP	B737-8V3	40788		
ASIA ATLANTIC AIRWAYS				
HS-	B767-322ER	25287	ex HC-CJ, bf Jet Midwest Group	
CITY AIRWAYS [GTA]				
HS-GTD	B737-4Q3	26604	ex N264LM, dd 15.07.13	
NOK AIR [DD/NOK]				
HS-DBK	B737-86J	37774	st MC Aviation Partners & leased back named 'Nok Sook Jai'	
HS-DBM	B737-8AS	33594		
THAI AIRWAYS INTERNATIONAL [TG/THA]				
HS-TKK	B777-3ALER	41520	BOC Aviation st Intrepid Aviation, still leased to Thai Airways	
HS-TKO	B777-3ALER	41524	dd 11.06.13, lsd fr BOC Aviation, named 'Vimolmassiri'	
NASSAIR [XY/KNE]				
VP-CXK	A320-214	4055	ex M-ABGC, dd 14.07.13, lsd fr GECAS	
VP-CXO	A320-214	3868	ex OE-IBV, dd 23.06.13, lsd fr GECAS	
SAUDIA - SAUDI ARABIAN AIRLINES [SV/SVA]				
HZ-A14	B747-87UF	537563	ex N958BA, dd 27.06.13	
TC-ACG	B747-481(F)	25641	ex N597MS, dd 23.06.13 sub-lsd fr My Cargo	

AIR DOLOMITI [EN/DLA]				
I-ADJP	E190-200LR	0578	renamed 'I Puritani/Vincenzo Bellini'	
I-ADJQ	E190-200LR	0587	renamed 'Emani/Giuseppe Verdi'	
I-ADJR	E190-200LR	0595	renamed 'Norma/Vincenzo Bellini'	
I-ADJS	E190-200LR	0597	renamed 'Guglielmo Tell/Gioacchino Rossini'	
I-ADJT	E190-200LR	0606	renamed 'Tosca/Giacomo Puccini'	
BLUE PANORAMA AIRLINES [BV/BPA]				
I-BPAL	B737-5K5	24927	ex EI-EYV, dd 16.07.13, bf Babcock & Brown	
MISTRAL AIR [7M/MSA]				
OM-GTA	B737-4Q8	24332	ex N332TR, dd 03.07.13, sub-lsd fr Go2Sky	
AIRASIA JAPAN [JW/WAJ 'WING ASIA']				
JA05AJ	A320-216	5657	ex F-WWBJ, dd 27.06.13, lsd fr AirAsia	
AIR DO [HD/ADO]				
JA15AN	B737-781	33888	ex N6096S, dd 19.06.13	
ANA - ALL NIPPON AIRWAYS [NH/ANA]				
JA745A	B777-281ER	40904	dd 20.06.13	
JA820A	B787-8	34511	dd 19.06.13	
ANA WINGS [EH/AX 'ALFA WING']				
JA842A	Dash 8-Q402	4445	ex C-GUPG, dd 01.07.13, lsd fr ANA Holdings	
J-AIR [XM/JLJ]				
JA223J	E170-100STD	0362	ex PR-EAC, dd 05.06.13	
JAPAN AIRLINES [JL/JAL]				
JA834J	B787-8	34842	dd 12.06.13	
JETSTAR JAPAN [GK/JJP 'ORANGE LINER']				
JA13JJ	A320-232	5649	ex F-WWIL, dd 25.06.13, lsd fr Qantas	
PEACH [MM/APJ 'AIR PEACH']				
JA809P	A320-214	5640	ex F-WWIK, dd 12.06.13, lsd fr GECAS	
SKYMARK AIRLINES [BC/SKY]				
JA73NU	B737-86N	38046	dd 27.06.13, lsd fr GECAS	
SOLASEED AIR [LQ/SNJ 'NEWSKY']				
JA801X	B737-81D	39415	repainted into special 'Genki Factory Kinko Town' colours	
STAR FLYER [7G/SFJ]				
JA20MC	A320-214	5652	ex F-WWBO, dd 26.06.13, lsd fr AWAS	
CHC HELIKOPTER SERVICE AS [LS/HKS 'HELIBUS']				
LN-OQB	S-92A	920014	reg'd to Element Capital Corp 26.06.13	
LUFTHANSA AIRWAYS [LH/LTR]				
LN-OLT	AS365N3	6964	reg'd 12.06.13 to SG Finans AS	
NORWEGIAN AIR SHUTTLE [DY/NAX 'NOR SHUTTLE']				
EI-LNA	B787-8	35304	ex (LN-BKA), dd 28.06.13, lsd fr ILFC, reg'd 28.06.13 to Wilmington Trust, 'Sonia Henie - Norwegian Olympic Champion' reg'd to NBB Iora Co Ltd (BBAM) 27.06.13	
LN-NOV	B737-8FZ	31713		
WIDERØE'S FLYVESELSKAP [WF/WIF]				
LN-WDG	Dash 8-Q402	4266	reg'd 28.06.13, purch off lease from SAS	
LN-WDI	Dash 8-Q402	4286	as LN-WDG	
AIR LITUANICA [LT]				
ES-AEB	E170-100STD	0106	ex OH-LEF, dd 22.06.13 sub-lsd fr Estonian Air	
BRIGHT AVIATION [BRW 'BRIGHT SERVICES']				
LZ-ABR	An-26B	13905	ex YL-RAJ, dd 10.05.13	
BULGARIAN AIR CHARTER [BUC]				
LZ-LDS	DC-9 822	53058	ex I-DACZ, dd 21.06.13	
CARGO AIR [CGF]				
LZ-CGR	B737-448(F)	24474	ex N474EA, dd 09.07.13	
AIRTRAN AIRWAYS [FL/TRS 'CITRUS']				
N315AT	B737-7BD	35788	rr N7741C	

Ex-Jet Airways Boeing 737-8BK, M-ABGK (c/n 33024), was painted in Air Niugini colours at East Midlands Airport at the end of July before being flown to Lasham for pre-delivery checks. (A J Best)



Airbus Military C295M, EC-004, was delivered through Malta at the end of July. On departure, it headed for Medina in Saudi Arabia as its next stop on delivery to a military customer. (Malcolm Bezzina)



Airliner Deliveries

Airbus A330-243, EC-333 (c/n 1439), was delivered from Toulouse to Getafe using the call-sign 'CASA333'. It will now undergo conversion to a tanker before its eventual delivery to the Royal Air Force. (José Ramón Valero)



The second ATR 72-600 for Aer Arann/Aer Lingus Regional, EI-FAU (c/n 1098), was delivered in July. It is pictured departing Cardiff on one of its first scheduled flights. (Phil Woods)

AIR TRANSPORT INTERNATIONAL [8C/ATN]

N751CX B757-208 Combi 26273 ex N556CM, lsd fr Cargo Aircraft Management

ALLEGiant AIR [G4/AAV]

N217NV A320-214 1347 ex EC-HUL, dd 04.07.13
N219NV A320-214 1255 ex EC-HSF, dd 18.06.13

AMERICAN AIRLINES [AA/AAL]

N927NN B737-823 31171 st ILFC 03.06.13 & lsd back, placed in trust with Wilmington Trust dd 06.06.13, st AerCap 14.06.13 & lsd back, placed in trust with Wells Fargo Bank Northwest dd 13.06.13, st AerCap 25.06.13 & lsd back, placed in trust with Wells Fargo Bank Northwest dd 25.06.13, st AerCap 08.07.13 & lsd back, placed in trust with Wells Fargo Bank Northwest dd 25.06.13 & lsd back dd 26.03.13
N928NN B737-823 31172 reg'd 01.07.13 purch off lease from Wells Fargo Bank Northwest
N929NN B737-823 33322 reg'd 02.07.13 purch off lease from Wells Fargo Bank Northwest
N930NN B737-823 33487
N178AA B757-223 32398
N724NN B777-323ER 31548
N975TW MD-83 53625
N9627R MD-83 53597

BRISTOW US LLC

N194H S-92A 920194 rr N292BG
N496KC S-76C++ 760639 ex XA-..., reg'd 03.06.13
N512SM AW139 41329 rr N539BG
N7613J S-76D 761013 rr N720BG
N7619L S-76D 761019 reg'd 20.06.13

DELTA AIR LINES [DL/DAL]

N946DN MD-90-30 53354 ferried Cecil Field – Atlanta 01.06.13, entered service 12.06.13
N952DN MD-90-30 53560 ferried Cecil Field – Atlanta 18.06.13, entered service 22.06.13

ERA ALASKA [7H/ERR 'ERAH']

N880EA Dash 8-102 392 ex VH-QQ, reg'd 02.07.13 to Icecap LLC has special 'Nanooks' colours on left side and 'Seawolves' on right side
N887EA Dash 8-106 351

ERA HELICOPTERS

N829SN AW139 41244 reg'd 24.06.13
N971TG AW139 41333 reg'd 24.06.13

FEDEX EXPRESS [FX/FDX 'EXPRESS']

N223FE B727-233(F) 20935 donated to Sacramento Metropolitan Fire District for fire training donated to USAero Tech for ground training
N236FE B727-247(F) 21330
N971FD B757-28A(F) 2627
N196CA B757-236 25592 rr N979FD
N979FD B757-236 25592 ferried Victorville – Singapore XSP 10.06.13 for cargo conversion ex F-WWEQ, bf Nordic Aviation 08.07.13
N355AT ATR 72-212 355 ex F-WWED, bf Nordic Aviation 16.07.13
N426AT ATR 72-212 426

FRONTIER AIRLINES [F9/FFT]

N220FR A320-214 5651 ex D-AUBZ, dd 21.06.13, lsd fr ACG

HAWAIIAN AIR [HA/HAL]

N393HA A330-243 1422 ex F-WWTX, dd 17.06.13, named 'Lehuakona'

ISLAND AIR [WP/PRI]

N420AT ATR 72-212 420 ex F-WWLY, dd 10.06.13, bf Nordic Aviation



JETBLUE AIRWAYS [B6/JBU]

N374JB E190-100AR 0629 ex PT-TKS, dd 27.06.13
KALITTA CHARTERS II [K9/KFS 'KALITTA']
N166DE DC-9-15RC 47152 ex N66AF, bf Jet Midwest Group 11.06.13, lsd reported std at Kansas City MCI

MESA AIRLINES [YW/ASH 'AIR SHUTTLE']

N326MS CRJ900 15124 in US Airways Express colours as N326MS
N329MS CRJ900 15126
N8117T Ce 208B 2424 dd 29.05.13

MOKULELE AIRLINES [MW/BUG 'SPEEDBUGGY']

N753P S-76C++ 760726 purch off lease
N937PH S-92A 920201 ex N201WK

PHI [PHM 'PETROLEUM']

N753P S-76C++ 760726 purch off lease
N937PH S-92A 920201 ex N201WK

SCOTT AIR LLC

N1229X Ce 208 00212 ex C-GSFA, reg'd 17.07.13
SOUTHERN AIR [9S/SOO]
N783SA B747-281F 23919 st Gemini Aviation Inc 24.05.13, to Agneet Sijy Ltd 25.05.13, placed in trust with Bank of Utah, trustee

SOUTHWEST AIRLINES [WN/SWA]

N7746C B737-7BD 33934 ex N328AT, dd 31.05.13
SPIRIT AIRLINES [NK/NKS 'SPIRIT WING']
N606NK A320-232 4592 CIT Aerospace st AWAS 09.07.13 & placed in trust with Wells Fargo Bank Northwest, still lsd to Spirit st MC Aviation Partners (MACP) & leased back as N616NK

N616NK A320-232 5370

N617NK A320-232 5387
N618NK A320-232 5458 as N616NK

TRANS STATES AIRLINES [LOF]

N857HK ERJ 145EP 418 ex F-GRGM, dd 02.07.13, lsd fr GECAS

UNITED AIRLINES [UA/UAL]

N39475 B737-924ER 37100 dd 03.06.13
N36476 B737-924ER 38703 dd 25.06.13

UNITED PARCEL SERVICE [5X/UPS]

N358UP B767-34AF 37864 dd 07.06.13

US AIRWAYS [US/AWE 'CACTUS']

N154UW A321-211 5644 ex D-AVZS, dd 13.06.13
N155UW A321-211 5659 ex D-AVZV, dd 20.06.13

AMAZON SKY

OB-2015-T An-26 4002 rr OB-2015-P

JETALLIANCE [JAG]

OE-ICE ACJ318-112 4503 st Avcon Jet AG 19.06.13

NIKI [HG/NLY 'FLYNIKI']

OE-LEY A320-214 5648 ex D-AUBV, dd 13.06.13

TYROLEAN AIRWAYS [OS/AUA]

OE-LBW A320-214 1678 named 'Innviertel'

TYROLEAN JET SERVICE [TJS 'TYROLJET']

OE-LOV ACJ319-115 3513 ex D-ALEY, dd 07.06.13

TRAVEL SERVICE AIRLINES [QS/TVS 'SKYTRAVEL']

VT-SGQ B737-8GJ 37365 ex N1796B, dd 13.06.13, sub-lsd fr SpiceJet

VT-SGU B737-8GJ 37366 ex N1796B, dd 13.06.13, sub-lsd fr SpiceJet

VT-SPW B737-86N 32672 ex PH-HSY, dd 13.06.13, sub-lsd fr SpiceJet

VAN AIR EUROPE [V9/VAA 'EUROVAN']

OK-UBA Let 410UVP 892319 ret fr Citilink

TATRA JET

OM-PRH Let 410UVP 831138 ex PK-PRH, dd 05.13

TRAVEL SERVICE SLOVAKIA [TVQ 'SLOVAK TRAVEL']

LY-VEZ A320-212 0299 ex PH-AAZ, dd 21.06.13, lsd fr Avion Express

NOORDZEE HELIKOPTER VLAANDEREN

OO-NSH EC-155B1 6681 ex 4K-AZ44

DANISH AIR TRANSPORT [DX/DTR 'DANISH']

OY-JRU MD-87 49403 ret fr Cronos Airlines

ARKEFLY (TUI AIRLINES NEDERLAND) [OR/TFI]

OM-BEX B737-382 24365 ex XU-TSD, dd 27.06.13, sub-lsd fr AirExplore

KLM ROYAL DUTCH AIRLINES [KL/KLM]

PH-AKE A330-303 1381 named 'Praça do Rossio – Lisboa' named 'Museumplein – Amsterdam' named 'Koperwiek/Redwing'

PH-AON A330-203 925

PH-BCD B737-8K2 42149

TRANSavia [HV/TRA]

PH-BXG B737-8K2 30357 ex N1782B, dd 03.07.13, sub-lsd fr KLM

PH-BXH B737-8K2 29597 ex N1786B, dd 05.07.13, sub-lsd fr KLM

AIR BORN

PK-BAF DHC-6-300 518 ex C-GSOZ, dd 31.05.13

GARUDA INDONESIA [GA/GIA]

PK-GFU B737-86N 38040 dd 13.06.13, lsd fr GECAS

PK-GFV B737-8U3 38885 dd 11.06.13, lsd fr ACG

PK-GIA B777-303ER 40074 dd 24.06.13

INDONESIA AIRASIA [QZ/AWQ]

PK-AZD A320-216 5627 ex F-WWBI, dd 03.06.13, lsd fr AirAsia

KAL STAR AVIATION [KD/]

PK-KSA ATR 72-600 1080 ex F-WWEQ, dd 26.06.13, lsd fr Air Lease Corp

LION AIR [JT/LNI 'LION INTER']

PK-LKU B737-8GP 38691 ex (PK-LHH), dd 28.06.13

NUSANTARA AIR CHARTER [SJK]

PK-JKG ATR 42-00 667 ex OY-CLO

PK-K B737-59D 26421 ex N457US, dd 02.07.13

PELITA AIR SERVICE [6D/PAS]

PK-PAW ATR 72-212A 746 ex M-YWAB, dd 14.06.13, bf Veling

PREMIAR (EKSPRES TRANSPORTASI ANTARBENUA)

N28888 E190-100ECJ 00571 ex PT-TDZ, dd 01.06.13

SRIWIJAYA AIR [SJ/SJY]

PK-CLU B737-524 27526 named 'Kemenangan'

AVIANCA BRASIL [06/ONE 'OCEANAIR']

PR-ONO A318-121 3602 ex CC-CZN, dd 17.06.13, lsd fr Airbus

AZUL LINHAS AÉREAS [AD/AZU]

PR-AQI ATR 72-600 1088 ex F-WWEZ, dd 28.06.13, named 'É Azul, É Azul'

Key to Abbreviations

a/c aircraft
als airlines
awsy airways
bf bought from
b/u broken up/scrapped
canx cancelled
cls colours
cn manufacturer's construction/serial number
cnvrt converted
dbf destroyed by fire
dbr damaged beyond repair
dd delivery date
ex previous reg'n
ff first flight
frtr freighter
lrf last revenue flight
lsd fr leased from
lsd to leased to
msn see cn
ntu not taken up
oo on order
op operated
pax passenger
pwfu permanently withdrawn from use
reg'd registered
reg'n registration
ret fr returned from
rr re-registered
rts return to service
sb sold by
scr scrapped/broken up
st sold to
std stored
tba to be advised
unk unknown
wfu withdrawn from use
w/o written off/destroyed



We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

PR-AYF	E190-200AR	0353	repainted into special 'Dotz' colours
PR-AXO	E190-200AR	0592	has additional 'FINEP' titles & logo
PR-AXU	E190-200AR	0626	dd 16.06.13, named 'Azul Bossa Nova'
PR-AXV	E190-200AR	0628	dd 07.07.13, named 'Espírito de União'
PR-AYI	E190-200AR	0366	as PR-AXO
COLT TRANSPORTES AÉREOS			
PR-IOX	B737-4B6(F)	26526	ex N526TP, ferried 07-08.06.13
PR-IOY	B737-4B6(F)	26529	ex N529TP, dd 18.06.13
GOL TRANSPORTES AÉREOS [G3/GLO]			
PR-GXE	B737-8EH	39618	dd 18.06.13
PR-GXF	B737-8EH	39619	dd 26.06.13
TAM LINHAS AÉREAS [JJ/TAM]			
PR-TYA	A320-214	5643	ex F-WWIO, dd 17.06.13, lsd fr Gaviota Leasing
PT-MSX	B767-316ER	41993	ex CC-BDK, dd 02.07.13, sub-lsd fr LAN
PT-MSY	B767-316ER	42214	ex CC-BDL, dd 16.06.13, sub-lsd fr LAN
AIRLINES OF PNG [CG/TOK 'BALUS']			
P2-MCN	Dash 8-102	308	ex VH-QQH, dd 12.05.13, lsd fr Skytrans
P2-	Dash 8-103	366	ex S2-AER, dd 07.13
AIR NIUGINI [PX/ANG]			
P2-PXL	Dash 8-314	385	ex C-FE2D, dd 06.06.13
HEVILIFT			
OY-RUL	ATR 42-500	501	ex OY-CIK, dd 30.06.13, lsd fr DAT
AIRLINE SKOL [CDV 'SKOL']			
RA-87340	Yak-40	9510939	ex YL-TRA, at Khamty-Mansysk 20.06.13
DONAVIA [D9/DNV]			
VP-BNB	A319-112	2751	ex N945FR, dd 02.07.13, lsd fr GECAS
GLOBUS [GH/GLP]			
VP-BUG	B737-86J	37741	ex D-ABKC, dd 19.07.13 sub-lsd fr S7 Airlines
IZHAVIA [I8/IZA]			
RA-42384	Yak-42	016230	
KOLAVIA [7K/KGL 'KOGALYM']			
EI-FBH	A321-231	1293	ex B-6300, dd 07.06.13, lsd fr Babcock & Brown
EI-FBV	A321-211	0852	ex G-OOPE, dd 21.06.13, lsd fr TUI Travel
KOSMOS AIRLINE [K6/KSM]			
RA-85700	Tu-154M	91A875	
NORDWIND AIRLINES [N4/NWS]			
VP-BQO	B767-304ER	28042	ex G-OBYD, dd 22.06.13
VP-BOY	B767-364ER	29435	ex EI-CZH, dd 17.07.13, lsd fr ILFC
VP-BOZ	B767-365ER	28111	ex EI-CXO, dd 23.07.13, lsd fr ILFC
VP-BWW	B767-306ER	27959	ex PH-BZF, dd 18.06.13, lsd fr ILFC
POLAR AIRLINES			
RA-46479	An-24RV	08007	ex ER-AZM
RA-46510	An-24RV	08406	ex CCCP-46510

RA-47352	An-24RV	10601	ex CCCP-47352
RA-47363	An-24RV	10707	ex CCCP-47363, (All noted at Yakutsk in Yakutia cls)
ROSSIYA AIRLINES [FV/SDM 'RUSSIA']			
RA-61720	An-148-100EA	42-07	dd 20.05.13, op by Special Fit Detachment
RUSLINE [7R/RLU]			
VP-BVC	CRJ200	7441	ex N409CA, dd 12.06.13,
VP-BVK	CRJ200	7408	ex N818CA, dd 20.06.13,
TATARSTAN AIRLINES [U9/TAK]			
RA-67173	Ce 208B	2428	ex N8129L
RA-67174	Ce 208B	2430	ex N60618
RA-67175	Ce 208B	2420	ex N9540J
RA-67176	Ce 208B	2426	ex N81287
RA-67177	Ce 208B	2427	ex N8114C
TRANSAERO [UN/TSO 'TRANSOVIET']			
EI-RUJ	B737-81Q	29049	ex N982CQ, dd 06.06.13, lsd fr VEBL-767-300 Ltd
RA-64051	Tu-204-100C	64051	dd 03.06.13, lsd fr Ilyushin Finance
TULPAR AIR [TUL 'URSUL']			
RA-42414	Yak-42D	19073	ex UP-Y4207
URAL AIRLINES [U6/SVR 'SVERDLOVSK AIR']			
VP-BTE	A319-112	1901	ex A9C-EV, dd 12.06.13, lsd fr ILFC
CEBU PACIFIC AIR [SJ/CEB]			
RP-C3341	A330-343E	1420	ex F-WWTR, dd 13.06.13, lsd fr CIT Aerospace, st AWAS & lsd back
PHILIPPINE AIRLINES [PR/PAL]			
RP-C3435	A340-313X	302	ex F-WJKL, dd 13.06.13, lsd fr Airbus
SAS SCANDINAVIAN AIRLINES [SK/SAS]			
LN-RCW	B737-683	28308	st SASOF II Aviation Ireland Ltd 11.06.13, still lsd to SAS
LN-RGF	B737-86N	38038	named 'Torolf Viking'
N351AX	B767-33AER	27908	ex I-DEIF, dd 17.06.13, sub-lsd fr Omni Air
OY-KAR	A320-232	3159	ex VT-INJ, lsd fr MSN 3159 Leasing Ltd, dd 19.07.13
BINGO AIRWAYS [BGY 'SKIMMER']			
SP-AEK	A320-214	1450	ex OE-ICC, dd 17.06.13, lsd fr BOC Aviation
LOT POLISH AIRLINES [LO/LOT]			
SP-LIN	E170-200LR	0313	repainted into 'Black Energy/Mike Tyson' cls dd 21.06.13
SP-LRD	B787-8	35941	
SMALL PLANET AIRLINES POLAND [P7/LLP 'SKYPOL']			
LY-BGC	B737-35B	23972	ex LY-SKA, dd 28.06.13, sub-lsd fr Grand Cru Airlines
FORTY EIGHT AVIATION			
ST-RAS	Let 410UVP	902525	ex UR-IBE
KUSH AIR			
ST-ASX	Il-76TD	79392	ex 5A-DMQ
5Y-BSM	Let 410UVP	871939	ex 3D-SIG, lsd fr Mombasa Air Safari
MID AIRLINES [NYL 'NILE']			
ST-AQD	An-26B	11008	ex EX-26057

AEGEAN AIRLINES [A3/AEE]			
YL-BDB	B757-256	26251	ex XU-TSC, dd 23.06.13, sub-lsd wet fr Air Baltic
AEROSPACE ONE			
SK-ASC	B747-21AC	23652	ex AP-BIB, dd 25.06.13 Jakarta CGK – Athens
GREENJET AIRLINES			
SK-GRN	A321-131	0597	ex N597AW, dd 24.06.13, lsd fr AWAS
REGENT AIRWAYS [RX/RAH]			
S2-AHC	B737-7V3	29360	ex N171LF, dd 01.07.13, lsd fr ILFC
CORENDON AIRLINES [CAI]			
TC-TJN	B737-85P	28535	ex EC-HJP, dd 19.06.13, lsd fr AWAS
PEGASUS AIRLINES [PC-PGT 'SUNTURK']			
TC-CPJ	B737-82R	40881	dd 27.06.13, named 'Beren K'
TC-IZE	B737-86J	37740	ex D-ABKB, dd 22.07.13, lsd fr SMBC Aviation, named 'Elif'
SAGA AIRLINES [H3/SGX]			
TC-SGN	A320-214	1605	ret fr Ghadames Airlines
SUNEXPRESS AIRLINES [XQ/SXS]			
TC-SBG	B737-86J	28071	ex EI-FBV, dd 19.07.13, lsd fr Babcock & Brown
TURKISH AIRLINES [TK/TKY]			
TC-JFF	B737-8F2	29768	named 'Bingöl'
TC-JGO	B737-8F2	34413	named 'Kilis'
TC-JHS	B737-8F2	40991	named 'Amsaya'
TC-JHU	B737-8F2	42002	named 'Amsara'
TC-JPU	A320-214	3896	renamed 'Aksaray'
TC-JSK	A321-231	5663	ex D-AVZW, dd 18.06.13
TC-JSL	A321-231	5667	ex D-AVZX, dd 24.06.13
TC-JUB	A319-132	2414	named 'Yeşilköy'
TC-JUI	A320-232	2401	ex 9V-JSD, dd 12.06.13, lsd fr BOC Aviation
TC-JUJ	A320-232	2522	ex N532CL, dd 10.07.13, lsd fr BOC Aviation, named 'Hatay'
TC-JYA	B737-9F2ER	40973	named 'Selçuk'
ICELANDAIR [FI/ICE]			
TF-ISF	B757-223	24595	named 'Laki'
TF-ISK	B757-223	24606	named 'Eldfell'
WOW AIR			
EC-KCX	DC-9 82	49619	ex N814NK, dd 21.06.13, sub-lsd fr/op by Avion Express
LZ-MDC	A320-232	4270	ex F-WWBS, dd 09.04.13, lsd fr/op by Avion Express
TAG – TRANSPORTES AÉREOS GUATEMALTECOS [TGU]			
TG-TAR	Saab 340A	116	ex YR-DAA
TG-TAW	Saab 340A	117	ex YR-DAC
AIR CONGO INTERNATIONAL			
TN-	MA-60	0406	ex B-800L, dd 20.06.13
NOUVELAIR TUNISIE [BJ/LBT]			
TS-INP	A320-214	1597	ret fr Libyan Airlines
SYPHAX AIRLINES [FS/SYA]			
TS-IEF	A319-112	3853	repainted into special 'Transporteur officiel des aigles de Carthage' colours
TS-IRA	A330-243	345	ex F-WJJK, dd 20.06.13, lsd fr Airbus
9A-CTF	A320-211	0258	ex F-OKAI, dd 01.06.13, lsd fr Croatia Airlines
UZBEKISTAN AIRLINES [HY/UZB 'UZBEK']			
UK67006	B767-33PER	40535	dd 28.06.13
UK91109	Il-114-100	00209	dd 24.05.13
AIR ASTANA [KC/KZR]			
P4-KBA	A320-232	5401	named 'Manshuk'
P4-KBB	A320-232	5613	named 'Roza'
CASPIY			
UP-	Do 328-300	3124	ex N355SK, dd 12.06.13
SAPSAN			
UP-CJ001	CRJ100	7359	ex C-GLVE, dd 14.06.13
UKRAINE AIR ALLIANCE [UKL 'UKRAINE ALLIANCE']			
UR-CZZ	An-12BP	401605	ex UR-CDB

In addition to its fleet of Cessna 402s and a model 208 Caravan (N208BK), Island Airlines of Barnstable Massachusetts has recently taken delivery of a second Caravan, N415TG (c/n 0089). (Darryl Sarno)

Following conversion to a freighter in Tel Aviv, Israel, US cargo carrier ABX Air has taken delivery of Boeing 767-328ER/BDSF, N365CM (c/n 27212). It wears the basic livery of its previous operator, Royal Air Maroc. (Rainer Bexten)





Airliner Deliveries

Swedish carrier Direktflyg's Fokker 50, SE-LIO (c/n 20146) is the first of the type to be leased from cargo airline Amapola Flyg. (Rainer Bexten)

Boeing 777-35RER, VT-JEM (c/n 35162), is one of three to have recently re-joined the Turkish Airlines' fleet. It had previously flown with the carrier as VT-JEF and TC-JJB. (Chris Hall)

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

Thanks to Dave Richardson and LAASI Aviation for the above



UKRAINE INTERNATIONAL AIRLINES [PS/AUI]

UR-EMC	E190-100STD	0589	ex PT-THT, dd 03.07.13,
UR-EMD	E190-100STD	0602	ex PT-TIZ, dd 03.07.13
UR-EME	E190-100STD	0614	ex PT-TJW, dd 03.07.13
UR-PSH	B737-85R	29040	ex VT-JNM, dd 17.06.13, lsd fr AWAS

UTAIR UKRAINE [QU/UTN]

UR-UTR	B737-808	28215	ex N806SY, dd 13.06.13
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WINDROSE AVIATION [ZW/WRC]

UR-WRP	A321-211	0684	ferried Montpellier – Donetsk 04.06.13
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ALTITUDE FLIGHT OPERATIONS PTY LTD

VH-AVF	Pa.31 350	52118	ex ZK-PAI reg'd 01.07.13
VH-FIA	Pa.31 350	52032	ex N7682L, lsd fr Singleton Air Service reg'd 01.07.13
VH-WGF	Pa.31 350	05010	

COBHAM AVIATION / NATIONAL JET EXPRESS [NC/NJS]

VH-NJY	Avro RJ100	E3331	purch off lease from Falko, reg'd 28.06.13
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COLVILLE AVIATION SERVICES

VH-QKM	BN-2A 26	2197	ex ZK-ZQN
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JETSTAR AIRWAYS [JQ/JST]

VH-VFO	A320-232	5631	ex D-AUBQ, dd 06.06.13
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QANTAS AIRWAYS [QF/QFA]

VH-EBA	A330-202	1258	named 'Swan Valley'
VH-VZZ	B737-838	39445	CIT Aerospace st AWAS 39445 Ltd, still lsd to Qantas dd 03.06.13, named 'Bungendore'

VH-XZG	B737-838	39371	
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REX – REGIONAL EXPRESS [ZL/RXA]

VH-ZLA	Saab 340B+	371	purch off lease 02.07.13 fm Saab Aircraft Leasing as VH-ZLA as VH-ZLA as VH-ZLA as VH-ZLA as VH-ZLA
VH-ZLC	Saab 340B+	373	
VH-ZLF	Saab 340B+	374	
VH-ZLG	Saab 340B+	375	
VH-ZLH	Saab 340B+	376	
VH-ZLJ	Saab 340B+	380	
VH-ZLQ	Saab 340B+	370	

SKIPPERS AVIATION

VH-XKN	Fokker 100	11420	ex PH-LXG, bf Aircraft Financing & Trading
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TASMAN CARGO AIRLINES [HJ/TMN]

G-CSVS	B757-236(F)	25620	rr VH-TCA
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VIRGIN AUSTRALIA AIRLINES [VA/VAU 'KANGA']

VH-YFP	B737-8FE	41011	dd 03.06.13, named 'Nobby's Beach'
VH-YFQ	B737-8FE	41010	dd 18.06.13, named 'Whiting Beach'

VIRGIN AUSTRALIA REGIONAL AIRLINES [XR/OZW]

VH-FVZ	ATR 72-600	1087	ex F-WWEX, dd 31.05.13
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VIETJET AIR [VJ/VJC]

VN-A680	A320-214	4475	ex RP-C8389, dd 02.06.13, lsd fr GECAS
VN-A681	A320-214	4512	ex RP-C8391, dd 03.06.13, lsd fr GECAS

AIR COSTA

El-FCT	E190-100STD	0593	ex PT-THV, lsd fr GECAS, dd 10.07.13
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AIR-INDIA [AI/AIC]

VT-ANM	B787-8	36284	dd 18.06.13
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INDIGO [6E/IGO 'IFLY']

VT-IFP	A320-232	5676	ex D-AVVC, dd 26.06.13, reg'd to Unicorn Leasing
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JET AIRWAYS [9W/JAI]

VT-JFJ	B737-8AL	39059	dd 16.06.13, st MC Aviation Partners & lsd back, reg'd to Allenwood Aircraft Leasing Ltd
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SKYFISHER AIRWAYS

N81470	Ce 208B	2433	dd 26.06.13, lsd fr Cessna Export Finance
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SPICEJET [SG/SEJ]

VT-SZF	B737-86N	41260	dd 26.06.13, lsd fr Celestial Aviation
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LIAT [LI/LIA]

VZ-LIA	ATR 72-600	1077	ex F-WWEN, dd 13.06.13, lsd fr GECAS
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AEROMAR [VW/TAO 'TRANS-AEROMAR']

XA-NLP	ATR 72-600	1086	ex F-WWEW, dd 04.06.13, leased from Air Lease Corp
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AEROMÉXICO [AM/AMX]

XA-AMB	B737-852	36703	dd 14.06.13
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AEROMÉXICO CONNECT (AEROLITORAL) [SD/SLI 'COSTERA']

XA-ACX	E170-200LR	0126	ex PP-PJL, dd 06.13, lsd fr GECAS
XA-SAC	E170-100STD	0139	ex OH-LEL, dd 14.06.13, lsd fr Finnair

INTERJET [40/AU 'ABC AEROLINEAS']

XA-IUA	A320-214	5653	ex D-AUBX, dd 14.06.13
XA-JMA	A320-214	5665	ex D-AVVA, dd 21.06.13

VOLARIS [Y4/VOI]

N521VL	A320-233	5651	ex D-AUBW, dd 12.06.13, reg'd to Wells Fargo Bank Northwest, trustee
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AIR KBZ [K7/KBZ 'JADE AIR']

XY-AJJ	ATR 72-600	1085	ex F-WKVJ, dd 19.06.13, leased from Nordic Aviation Capital
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EAST HORIZON AIRLINES [EA/EHN]

YA-EHD	An-24RV	10109	ex UR-ELW
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ZAGROS AIR [GZQ]

YI-AQU	A321-231	1878	ex TC-ATQ, dd 06.06.13, lsd fr Atlasjet
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SMARTLYNX [6Y/ART]

YL-LCM	A320-244		ex F-GJVF, dd 17.06.13, lsd fr ALS Aircraft Leasing
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BLUE AIR TRANSPORT [0B/JOR]

YR-BHB	MD-83	4920	ex EC-LMY, dd 05.13
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JAT AIRWAYS [JU/JAT]

YU-ALT	ATR 72-212A	555	ex OY-CJT, dd 21.06.13, lsd fr Nordic Aviation Capital
YU-ALU	ATR 72-212A	536	ex OY-NAB, dd 15.07.13, lsd fr Nordic Aviation Capital

AVIOR AIRLINES [9V/ROI]

YV534T	B737-401	23885	ex N405CJ, dd 11.07.13
YV2917	Fokker 50	20193	ex PH-ZDE
YV	Fokker 50	20187	ex PH-ZDC, dd 13.05.13
YV	Fokker 50	20195	ex PH-ZDG, dd 13.05.13

BELLE AIR [LZ/LBY 'ALBAN-BELLE']

F-ORAJ	A319-132	1727	ex SX-DGG, dd 05.07.13, lsd fr CIT Aerospace
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AIR NEW ZEALAND [NZ/ANZ]

ZK-OXA	A320-232	5629	ex F-WWBH, dd 15.06.13
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AUCKLAND SEAPLANES LTD

ZK-AMA	DHC-2	1477	ex C-GBVR
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SOUNDS AIR TRAVEL & TOURISM

ZK-TZR	Ce 208	00360	rr ZK-SAN
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EL AL ISRAEL AIRLINES [LY/ELY]

4X-EKH	B737-85P	35485	named 'Hadera'
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AFRIQIYAH AIRWAYS [8U/AAW]

EC-LEY	MD-82	53182	ex I-SMED, dd 31.05.13 Madrid – Tripoli, wet lsd fr Swiftair
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LIBYAN AIRLINES [LN/LAA]

5A-LAS	A330-202	1424	ex F-WWPT, dd 27.06.13
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AURIC AIR SERVICES

5H-AAD	Ce 208B	1045	ex 5Y-LLO
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NORTHERN AIR

5H-DEB	Ce 208B/EX	5014	ex N8134H
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REGIONAL AIR SERVICES [REG]

5H-BYO	Ce 208B	0443	ex 5Y-BYO
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ZANTAS AIR SERVICES

5H-FZA	Ce 208B/EX	5012	ex N8133T
5H-TAK	Ce 208B	0891	rr 5H-NWA

FIRST NATION AIRWAYS [FRN]

5N-FND	A319-113	0647	ex EI-DVD, dd 25.06.13, lsd fr Castle 2003-1 Ireland Ltd (ILFC)
5N-FNE	A319-113	0660	ex EI-DVU, dd 24.06.13, lsd fr Castle 2003-2 Ireland Ltd (ILFC)

KABO AIR [N9/KNK]

5N-MDK	B747-422	26878	ex N135KB, dd 03.07.13, bf Apollo Aviation Group
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JUBBA AIRWAYS (KENYA) [6J/JBW 'AIRJUB']

5Y-CCR	B737-320	27521	ex EX-37002, dd 06.13, lsd fr Air Bishkek
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BARASH AVIATION

70-ADO	Il-76TD	12402	ex 70-ADG, noted at Sharjah 17.06.13
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AIR ALGÉRIE [AH/DAH]

LY-COM	A320-212	0528	ex VP-BRB, dd 22.06.13, lsd fr Avion Express
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HI FLY [HFH 'MOONRAKER']

9H-SEA	A340-642	383	ex G-VSHY, dd 03.07.13
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PROFLIGHT COMMUTER SERVICES [PO/PFZ 'PROFLIGHT ZAMBIA']

ZS-OMS	JS 41	41035	rr 9J-
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AIRASIA X [D7/XFA]

9M-XXJ	A330-343E	1423	ex F-WWTV, dd 10.06.13
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FLYFIREFLY [FY/FFM]

9M-FIA	ATR 72-600	1093	ex F-WWEF, dd 04.07.13
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MALAYSIA AIRLINES [MH/MSA]

9M-MSE	B737-8H6	40147	dd 20.06.13
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MALINDO AIR [OD/MXD 'MALINDO EXPRESS']

9M-LNH	B737-9GPER	38732	ex (PK-LLF), dd 07.06.13, lsd fr Lion Air
9M-LNJ	B737-9GPER	38690	ex (PK-LLG), dd 17.06.13, lsd fr Lion Air

SINGAPORE AIRLINES [SQ/SIA]

9V-STV	A330-343E	1427	ex F-WWCH, dd 12.06.13, lsd fr Commonwealth Bank of Australia
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RWANDAIR EXPRESS [WB/RWD]

9XR-WK	B737-7K5	30726	ex D-AHXD, dd 27.06.13 Hannover – Kigali 27.06.13, lsd fr ILFC
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MANUFACTURERS

AIRBUS [AIB]

N567BB	A320-231	0357	ferried Goodyear – Istanbul SAW 26.06.13 in full Mexicana colours, exported to Kyrgyzstan
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We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

N268AT	A320-212	0395	reg'n canx 03.07.13, exported to South Africa	N485VX N643CS	B737-5B6 B737-4M0	27679 29203	st Av-Air 737-5X LLC ferried 27.06.13 in Aerocontractors colours	C-GWXJ C-GWXX C-GWXZ	CS100 CS100 CS100	50003 50004 50005	reg'd 04.07.13 reg'd 04.07.13 reg'd 04.07.13
EC-HGS	A319-111	1180	Calliope Ltd (ILFC) ferried Lourdes – Beja 14.06.13	VT-JBT N713JM	B737-8BK B737-8LZ	33024 42510	rr M-ABGK dd 24.06.13 to Boeing Business Jets, reg'd to Wells Fargo Bank Northwest same day, ferried Boeing Field – Georgetown 25.06.13	BRITISH AEROSPACE			
EI-CXG	A330-223	364	ex-Kingfisher, rr D-ALAA to Lufthansa Technik, still std at Zürich 05.06.13 in Kingfisher colours				dd 18.06.13 to Boeing IDS, for Indian Navy as IN-323	N146QT	BaE 146-200QT	E2067	reg'n canx 08.07.13, exported to South Africa
VT-VJK	A330-223	874	cnvrt'd to A330243MRTT, rr G-VYGD 03.06.13 to AirTanker Ltd	N718DS	B737-8FV (P-8)	40613	Jet Midwest Group, reg'n canx 11.07.13, exported to Thailand	CANADAIR [CDR]			
EC-337	A330-243	1312	cnvrt'd to A330243MRTT, rr G-VYGF 01.07.13 to AirTanker Ltd, noted 01.07.13 as Z2335	N781JM	B767-322ER	25287	st T2 Aviation & rr G-OSRA 19.06.13 ferried Bournemouth – Athens 15.05.13 then to Malta 17.05.13, rr 9H-MTF to Multiflight Charter	C-FSJJ	CRJ100	7058	for Royal Moroccan Air Force as CNA-TQ is being cnvrt'd to bulk cargo freighter (no cargo door) at Calgary as 7058
EC-338	A330-243	1334	Express colours, ret to Billund 24.06.13	N217FE	B727-252F	22938	st Met International Inc 23.05.13, ferried 07-08.06.13	C-FWSC VT-JML	CRJ100 Challenger 800	7120 7351	st Asia Aviation Holdings Ltd, rr M-ABGH 13.06.13
EC-331	A330-243	1419	rr F-WVKVJ	SX-MTF	B737-329	23774	Oklahoma City 19.05.13 cnvrt'd to B737-4B6(F) at Tianjin	C-GSYE	CI-415T	2087	dd 20.06.13 to Royal Moroccan Air Force, rr CNA-TP
ATR							rr N233SA to Wells Fargo bank Northwest owner trustee 24.05.13, ferried Lasham – Novosibirsk 31.05.13	C-GLVE	CRJ200	7359	reg'n canx 14.06.13, exported to Kazakhstan
N536AT	ATR 72-212A	536	rr OY-NAB, to Kirk Aviation A/S 07.07.13	N809QC	B737-348(QC)	23809	rr N943JL to Bank of Utah, trustee 10.06.13	N818CA	CRJ100	7408	reg'n canx 20.06.13, exported to Bermuda
N550LL	ATR 72-212A	550	ferried Las Palmas – Shannon 27.06.13 in basic Swiftair colours				rr N944JL to Bank of Utah, trustee 10.06.13	N409CA	CRJ100	7441	reg'n canx 12.06.13, exported to Bermuda
OY-CIN	ATR 72-212A	568	ferried Billund – Sønderborg 10.06.13	N448KA	B737-448	25052	ferried Goodyear – Dothan 17.05.13 for cargo conversion	P4-GJL	Challenger 800	8053	st Bombardier Aerospace 19.06.13, rr N296TX
OY-CLZ	ATR 72-212A	818	repainted into Alsie Express colours, ret to Billund 24.06.13	N743VA	B737-46B	25262	cnvrt'd to B737-46B(F) 05.13, ferried	N151MN C-GICB C-GZQF C-GZQK	Challenger 890 CRJ1000 CRJ1000 CRJ1000	15277 19034 19035 19036	rr N666RD reg'd 27.05.13 reg'd 15.05.13 reg'd 26.06.13
F-WWEV	ATR 72-600	1085	rr F-WVKVJ	N526TP	B737-4B6	26526	dd 20.05.13 to Boeing Business Jets	2315	CN-235	C-207	dd ex-Seville 04.06.13, US Coast Guard
BOEING [BOE]							reg'd 07.06.13 to Boeing reg'd 25.06.13 to Boeing, for UAE Amiri Flight	DE HAVILLAND CANADA/VIKING AIR [DHC/VKN]			
N186AQ	B737-322	24666	st Phoenix Aer Capital LLC 07.06.13	G-CHOB	B737-883	28323	reg'd 25.06.13 to Boeing	C-GUPG C-FENU C-FENY C-GUTD C-FMUJ	Dash 8-Q402 Dash 8-Q402 Dash 8-Q402 Dash 8-Q402 DHC – 400	4445 4446 4447 4448 871	reg'd 03.06.13 reg'd 18.06.13 reg'd 18.06.13 reg'd 27.06.13 reg'n canx 18.07.13, exported to USA, rr N48TR to Bank of Utah trustee 19.07.13
PR-WJX	B737-33A	25033	rr PR-CID, to Clube Náutico Água Limpa, ferried Rio de Janeiro GIG – Barretos 13.06.13 all white	VT-JLC	B737-71Q	29043	reg'd 25.06.13 to Boeing				
N350AT	B737-408	25163	st Aergo Cargo	VT-JLD	B73771Q	29044	reg'd 25.06.13 to Boeing	C-FVAM C-GVRK C-GVXE	DHC-6-400 Dash 8-Q402 Dash 8-Q402	884 4449 4450	reg'd 16.07.13 reg'd 10.07.13 reg'd 23.07.13
N196SF	B737-429	25226	Conversions 03.07.13, placed in trust with Wells Fargo Bank Northwest	N742JM	B737-73W	40116	reg'n canx 20.05.13, rr IN-321 (P-8)	DORNIER/RUAG			
N743VA	B737-46B	25266	cnvrt'd to B737-429(F) at Jinan	N521DS	B737-8FV	40611	to US Navy as 168439 (P-8A)	314-02	Do 228-212NG	8307	ex D-CBNG, dd 25.06.13 to Bangladesh Navy
TC-SKG	B737-408	25371	rr N707DB to MSA I (AWAS) 10.07.13	N539DS	B737-8FV	40819	dd 14.05.13 to Boeing I.D.S, reg'n canx 19.06.13, to U.S. Navy as 168440 (P-8A)	D-CAAN	Do 328-110	3047	st Sierra Nevada Corp, rr N347EF, for USAF Special Operations
TC-SKD	B737-408	25372	rr N431LF to Castle 2003-2A LLC (ILFC) 03.07.13	N708DS	B737-8FV	40820	reg'd 07.06.13 to Boeing reg'd 25.06.13 to Boeing, for UAE Amiri Flight	N385EF	Do 328-110	3085	Command as 12-3047 st US Air Force Special Operations Command 05.06.13
N285AL	B737-4Y0	26065	st ASI Aircraft Investment Ltd 21.05.13, reg'n canx 12.07.13, exported to South Africa	N740DS N974BA	B737-8FV B747-8Z5	42251 37501	reg'd 25.06.13 to Boeing, for Cargolux	SY-101	Do 328-201	2008	Seychelles Coast Guard, HAL built aircraft
VP-BPE	B737-5H6	26445	Celestial Aviation Trading 6 Ltd, rr N662CS to Wells Fargo Bank Northwest	N975BA	B747-8R7F	38078	reg'd 25.06.13 to Boeing	N360EF	Do 328-110	3060	st US Air Force Special Operations Command
BOMBARDIER				N973BA	B747-83QF	44444	reg'd 25.06.13 to Boeing				USAF serial 12-3060
				C-GWYD	CS100	50002	reg'd 04.07.13	N38CG	Do 328-110	3034	Corning Inc purch off



Blue Islands Britten Norman BN-2A MkIII-2 Trislander, G-BEDP (c/n 1039), has been reregistered as 8R-GGB at Exeter Airport, UK, prior to its delivery - along with sistership G-LCOC/8R-GGA - to a company in Guyana. (Ian Simpson)

Air Kenya's new Cessna 208 Caravan, N81450 (c/n 5031), was delivered through Malta on July 21. (Malcolm Bezzina)

The latest training aids available for the aviation professional

Engineer Training in the UK

The Institution of Mechanical Engineers and British Airways have agreed to work together to support the development and training of engineers. A Letter of Intent, signed at the start of August, means both organisations will co-operate to ensure the sustainable growth and technological advancement of the aviation industry.

Particular focus will be given to providing quality, industry-leading learning and development for aviation technicians and engineers in the commercial airline industry.

Cutting Through Red Tape

DocuFly is a newly-established London-based company that specialises in helping new pilots 'navigate' through licensing red tape, saving them time with an express pilot licence processing and advice service. The company's flagship offering is the CAA same day/express licensing service.

The company takes on the entire process arranging for prompt and secure collection and return of documents, ensuring the correct paperwork is completed accurately and taken to the CAA in person for same day processing. Pilots receive their updated licence quickly and without the need to travel to the CAA's headquarters at Gatwick.

Apprentice Graduates

Monarch Aircraft Engineering (MAEL) announced the graduation of its aircraft engineer apprentices for this year at a celebratory event at MAEL's Training Academy at London/Luton Airport on August 22.

The four-year scheme, now in its 42nd year, continues to produce high-calibre engineers and this year the nine successful apprentices achieved NVQ Level 2 Diploma in Performing Engineering Operations, NVQ Level 3 in Aeronautical

Engineering and EASA Part 66 Aircraft Maintenance Licence Category 'A'.

"We are very proud to see the apprentices graduate after four years of hard work where already they have made a significant contribution to the business," said Mick Adams, Managing Director for MAEL. "From around 500 applicants that we see each year, to have secured a position on the scheme is in itself an achievement." (Photo MAEL)



New LHT Training Year

The latest group of 137 trainees for Lufthansa Technik (LHT) has just begun either traditional or dual-study training programmes at the company's sites in Alzey, Arnstadt, Frankfurt, Hamburg and Munich in Germany. A total of 668 young people have now started training with the

company on their way to professions in technical aircraft services.

Female students account for 11% of the total and LHT plans to expand its activities to inform girls at secondary school level of the wide range of opportunities in technical professions.



787 Flight Training Support

Boeing is enhancing its flight training support for customers of the 787 Dreamliner with an additional full-flight simulator based at the Boeing Flight Services campus in London. The new device will be ready for training in the first quarter of 2014 along with two others currently used for training airline pilots.

The third 787 simulator at the Gatwick Airport campus will expand the manufacturer's capabilities to support the growing needs of customers in Europe, Africa and the Middle East who are taking deliveries of the Dreamliner.

Boeing launched its European 787 training in London in October 2010 (see *Airliner World* January 2011) with an advanced suite of training devices including a full-flight simulator, a flight training device, a cabin safety trainer and maintenance training classrooms. To better support customer training needs in Europe, a second 787 simulator was installed in January 2013. (Photo Boeing)



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OCTOBER ISSUE

FEATURING:

Air North HS 748s - Serving the Yukon

Paul E Eden reviews the RAF career of the VC10 as the Mike Valenti describes the Hawker Siddeley HS 748 operations of Canadian airline Air North.

Shannon - The Cuban Connection

Kees van der Mark reports from Wittmund on the events held to mark the retirement of the Phantom in German Air Force service

Room with a View - Birmingham Airport

Daniel Boyd and Danny Banks visit a hotel with panoramic views of the airport serving Britain's second largest city.

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Information for the traveller.

The International Civil Aviation Organisation (ICAO) has launched a new and improved Aviation English Language Test Service (AELTS) website – www.icao.int/aelts.

The organisation says the site has been made significantly more intuitive and user-

friendly, responding to ongoing feedback from the aviation English language testing community.

"Aviation English language tests are designed to measure the speaking and listening ability of pilots and controllers, a key factor in the day-to-day safety of

air transport operations," said ICAO's Secretary General Raymond Benjamin. "As aviation continues to grow, with almost 100,000 flights a day currently and 200,000 daily expected by 2030, it's imperative that ICAO continues to evolve and refine its safety support tools."

NASA Douglas DC-8



NASA test pilot Bill Brockett was at the California Science Center's 'Summer Science Camp' in Los Angeles recently talking to youngsters about the Boeing 747 Shuttle transporter and the rarely-

seen 1969 vintage Douglas DC-8, N817NA (c/n 46082). The latter is still involved in the atmospheric test programme (Earth Science) from its Palmdale, California base. The aircraft, which has multiple

aerials, antennas and cameras protruding from almost every vantage point on the aircraft, is according to Bill, likely to be in service for another 10 to 15 years yet. (Barry Ambrose)

NetJets Convention

Las Vegas/McCarran and nearby Henderson Airports played host to around 70 NetJets aircraft over the weekend of August 10/11. When the Fixed Base Operator (FBO) ramps

at McCarran filled up with visiting aircraft an overspill area was used at Henderson. The reason for the influx was a gathering at the Wynn Hotel for various NetJets custom-

ers who were treated to lunch hosted by American business magnate Warren Buffett, an evening of comedy and an invite-only poker tournament. (Barry Ambrose)



Special DJ Colours

The superstar cult of DJs continues to gain momentum and some even have customised executive jets to take them from one country to another. This Cessna 650, PH-MEX (c/n 0217), carried Switzerland-based DJ Antoine to Palma de Mallorca on his recent European tour. (Javier Rodriguez)





Information
for the
traveller.

Events

Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge – address correspondence to the editorial department or visit our website at www.airlinerworld.com

Oct 5

Atlanta Airliner Collectibles Show, Delta Air Transport Heritage Museum, Atlanta, Georgia, USA. Greg Romanoski Tel: (001) 404 715 7886 or [greg.romanoski@delta.com](mailto:ggreg.romanoski@delta.com)

Oct 5

Vancouver Aviation Collectibles Show, Oakridge Centre Mall Auditorium, Vancouver, Canada. www.VancouverAviationShow.com

Oct 12

Bruconvention 2013, Airline Collectibles Show, Atheneum Zaventem-Kortenbergh, Spoorwegstraat 1, Zaventem, Brussels, Belgium. www.facebook.com/bruconvention

Oct 19

Luton Aircraft and Transport Enthusiasts' Fair, Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire, LU1 3JH, UK. Keith Manning Tel: +44 (0)1372 725063 (eves) ldonner657@blueyonder.co.uk www.aircraftenthusiastfair.co.uk

Oct 26

Leeds Transport Collectors' Fair, Pudsey Civic Hall, Leeds, LS28 5TA, UK. B Rennison Tel: +44 (0)113 236 3695.

Nov 17

Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury-on-Thames, Middlesex, TW16 5AQ, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves) ldonner657@blueyonder.co.uk www.aircraftenthusiastfair.co.uk

2014

Jul 9-12

Airliners International 2014, Los Angeles. www.2014lax.com

Shows/Displays

Sep 25-27

MRO Europe, ExCel London Exhibition and Conference Centre, UK.

Oct 2-4

European Regions Airline Association (ERAA) Conference, Salzburg, Austria. www.eraa.org

Oct 6-8

World Routes 2013, Las Vegas Convention Center, Las Vegas, USA. www.routesonline.com

Oct 22-24

NBAA, Las Vegas, Nevada, USA. www.nbaa.org

Nov 17-21

Dubai Airshow, Dubai World Central, UAE. www.dubaiairshow.com

2014

Apr 8-10

Aircraft Interiors Expo, Hamburg, Germany. www.aircraftinteriorsexpo.com

May 20-22

EBACE, Palexpo Centre, Geneva International Airport, Switzerland. www.ebace.aero

May 20-25

ILA 2014, Berlin/Brandenburg Airport, Berlin. www.ila-berlin.de

Jul 14-20

Farnborough International 2014, Hampshire, UK. www.farnborough.com

Events are subject to change without Airliner World's knowledge. Please check details prior to travel.



"The seats are comfortable enough, but there is virtually no wag room."

Aid to Jordan

The Airbus Corporate Foundation and the Red Cross/Red Crescent have sent medical aid to Syrian refugees in Jordan onboard the manufacturer's A340-600 test aircraft. The flight landed at Amman in August with 25 tonnes of medical equipment and supplies, as well as medical and logistics personnel.

It was originally loaded in Helsinki by the Finnish Red Cross, with help from Finnair Cargo. These supplies will enable the delivery of medical services in a new Syrian refugee camp currently being set up in Azraq, 62 miles (100km) east of Amman, which will accommodate up to 130,000 people.

Chilean operator SKY has stopped operating its fleet of three Boeing 737-200s (in favour of its newer models) with the last sorties being on July 26. The last aircraft landed at 22:00 local time and all three are awaiting disposal. (Alvaro Romero)

Last SKY 737-200



Museum Exhibition of Airport Design

What is claimed to be the first-ever museum exhibition of airport architecture – 'Now Boarding: Fentress Airports + The Architecture of Flight' – is embarking on a worldwide tour, with its first stop being at Shanghai, China.

The exhibition had been based at Los Angeles International Airport (LAX) since

April but is now moving on. It takes visitors on a multi-media journey through the past, present and future of airport architecture, focusing on the work of Curtis Fentress, and Fentress Architects, the global architectural design firm that he founded. It examines airport design with an entire section devoted to LAX and the much-anticipated \$1.9 billion

expansion of the Tom Bradley International Terminal. There is also a 24ft (7.3m) scale model of the new terminal, in addition to animations, renderings, photographs, and other architectural elements. Other notable Fentress designs include Incheon International Airport in South Korea and Denver International Airport in Colorado.



Information for the traveller.

Jetstreams Not Sold

Four ex- Royal Navy Jetstream T3s have failed to find buyers after being withdrawn from service in 2011. However, all the aircraft have been given US registrations: N437UH (ex ZE438), N437SS (ex ZE439), N437ZZ (ex ZE440), N437TH (ex ZE441).

This smartly painted but engineless N437TH has joined the modified Boeing 747 (N88892) at Dunsfold, UK, for use as a TV and film prop, while the fuselage of N437UH is also stored at Dunsfold. (Tom Singfield)



VC-10 at Newquay



One of the last three flying Vickers VC-10s landed at Newquay Airport in Cornwall, UK on August 28 to become a permanent part of the Classic Air Force collection. The aircraft, which was built as a commercial airliner but has been the mainstay of the Royal Air Force's air-to-air refuelling fleet for many years, is now being retired from service.

"The performance of the VC-10 was such that it achieved the fastest standard jetliner crossing of the Atlantic," explained Classic Air Force's Trevor Bailey. "Only the supersonic Concorde was quicker."

The example at Newquay, ZA148 (c/n 1154), was built in 1967 and began life with East African Airlines as 5Y-ADA. It was then acquired by the RAF and converted into a troop transport, latterly being turned into an aerial refueller. (Photo Classic Air Force)

Baltic Green Flight

Latvian airline airBaltic has successfully completed a green demonstration flight for its Bombardier Dash 8-Q400 NextGen aircraft as part of the AMBER (Arrival Modernisation for Better Efficiency in Riga) project which aims to prove the efficiency and greenness of modern navigation-based approaches to Riga.

The flight was the first ever satellite guided (Required Navigation Performance - RNP) approach in Latvia to be flown by the type. The specially-trained crew conducted approaches from all of the five new AMBER trajectories and post flight they reported that everything worked well and as expected. (Photo airBaltic)



Historic Dakota Departs For Germany

Air Atlantique's Douglas DC-3 Dakota, G-AMRA (c/n 15290), departed Coventry Airport on July 29 inbound to Berlin/Schönefeld. New owner, Air Service Berlin, plans to keep it flying as a permanent memorial to the 1948 Berlin Airlift in which the DC-3 played a significant role. The aircraft had been based at Coventry since 1981 and has performed numerous tasks during its lifetime including passenger services, cargo work and research flights.

Built at Douglas Aircraft's Santa Monica plant in California in mid-1944 as 43-49474 for the USAAF, it was later transferred to the RAF as KK151. Post-war, the DC-3 passed through a variety of civilian airlines (and was even leased back to the RAF as XE280 for a time) before joining British United Airways and British Island Airways prior to being sold to the Air Atlantique Group in October 1981.

Final Call..... Rocking Chairs in Terminals

Airport operator Finavia has now introduced rocking chairs where passengers can relax before boarding their flights at airports in Vaasa, Turku, Oulu and Kittilä in Finland. "Airport gate areas are places where all of our customers spend time before boarding their flights," said Johanna Metsälä, Customer Experience Manager at Finavia. "We were thinking about ways in which to make that time more comfortable and to offer passengers a little 'me' time at the airport."

"We decided to test the response to traditional rocking chairs. The experiment will continue to the end of the year. Based on customer feedback, we will then decide if we will keep them."

In the coming months, a unique 'resting area' will also be launched at Helsinki Airport. Together with the Vantaa Innovation Institute, Finavia is currently building a new rest area for passengers at the airport. Passengers can choose between different kinds of easy chairs and there's a separate, closed space with sleeping areas.

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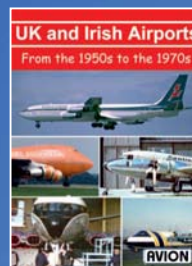
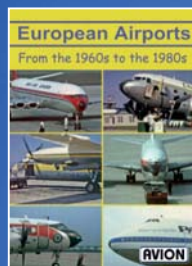
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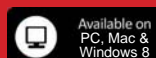
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Vauxhall Recreation Club, Gipsy Lane,
Luton LU1 3JH
www.aircraftenthusiastfair.co.uk
Mob: 07956 430048

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Sunday 17th November 10.30-1500.
Kempton Park Racecourse, Staines
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Reports and details of recent incidents.

No System Malfunctions on A300F

Investigators have been unable to find, "any indications of aircraft system malfunctions" on a UPS Airlines Airbus A300-600F which crashed killing its two crew. Members of the US National Transportation Safety Board (NTSB) have been investigating

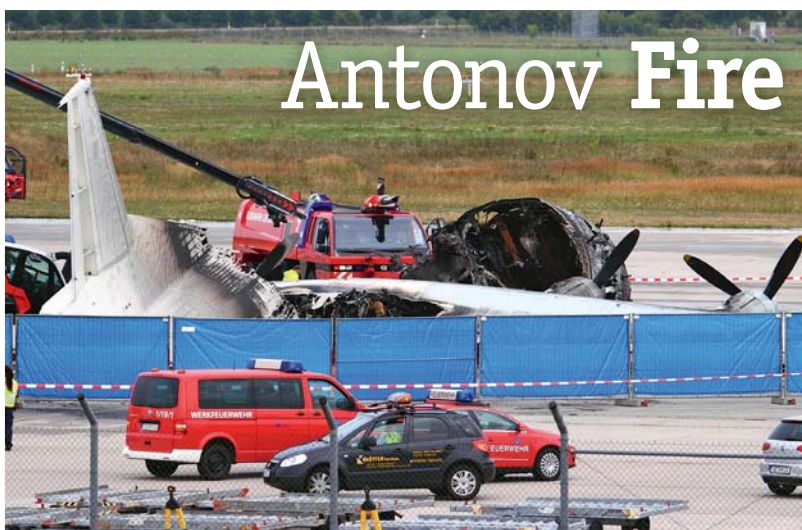
the accident which happened on August 14 when the A300F was too low on the approach to the airport at Birmingham Alabama. It hit trees and crashed into a hill short of the runway, breaking apart and catching fire.

The UPS aircraft was travelling at 140kt as it descended, "consistent with the expected approach speed", NTSB board member Robert Sumwalt said in an on-site briefing. The investigation is ongoing. (Photo Ken Petersen)



Antonov Fire

An Antonov An-12, UR-CAG (c/n 9246902), belonging to Ukraine Air Alliance caught fire while it was being loaded at Leipzig/Halle Airport in Germany on August 9 and was destroyed before firefighters could extinguish the flames. (Felix Roitsch)



Three Engines Fail on 747

Russia's Federal Air Transport Agency, Rosaviatsia, is investigating an incident in which three out of the four GENx engines of an AirBridgeCargo Boeing 747-8F lost power while en route from Russia to Hong Kong. The agency said it will team up with manufacturers Boeing and General Electric to determine the cause of what it called "a dangerous situation".

According to Rosaviatsia, it occurred on July 31 as the aircraft was flying at 39,000ft over China during a thunderstorm when it encountered, "unusual, unpredicted and insufficiently studied flight conditions that resulted in build-up of ice upon non-heated parts [of the] high pressure compressor. Later, this ice detached and entered engine airflow and resulted in surges and loss of power of two engines".

Further inspection revealed unacceptable damage of high pressure compressor blades on engines 1, 2 and 4. The aircraft made an emergency landing in Hong Kong.

DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Jul 28	FLA-3618K	n/k	An-2	Private	-	Russia	Damaged in hard landing
Jul 29	YV-503T	LA-105	B90 King Air	Private	-	Venezuela	Main wheel collapsed on landing
Jul 30	5Y-DOC	0433	Ce 404	AMREF	-	Tanzania	Crashed shortly after take off
Jul 31	RA-25497	95642	Mil Mi-8MTV	UNDP Sudan	-	Sudan	Crashed on landing
Aug 5	N327FL	094	Embraer Phenom 300	Flight Options	-	USA	Overran runway on landing
Aug 5	n/k	n/k	HH-60	USMC	1	Japan	Crashed on training exercise
Aug 5	TF-MYX	BB-1136	B200 King Air	Myflug Air	2	Iceland	Crashed on approach
Aug 6	n/k	n/k	Mil Mi-8	Private	-	Russia	Crashed
Aug 6	HS-DBM	33584	737-8AS	Nok Air	-	Thailand	Ran off runway on landing
Aug 9	UR-CAG	9246902	An-12BK	Ukraine Air Alliance	-	Germany	Burnt out after fire on ground
Aug 9	N13622	11469	AC690B	Meridian	4	USA	Crashed on go-around
Aug 9	n/k	n/k	An-12	Ethiopian Air Force	4	Somalia	Crashed on landing
Aug 10	D-FWJC	1G86-50	An-2T	Air Tempelhof	-	Germany	Crashed after take off
Aug 10	VH-YID	38709	737-800	Virgin Australia	-	Australia	Struck A320 on pushback
Aug 10	VH-VGR	4257	A320-232	Jetstar	-	Australia	Hit by Boeing 737 when stationary at gate
Aug 13	n/k	n/k	Bell 412	Geotec	-	Albania	Crashed on oil survey flight
Aug 14	N155UP	841	A300F4-622R	UPS	2	USA	Crashed on approach
Aug 16	C-GPVB	871	DHC-2	Air Nootka	2	Canada	Crashed into forest after take off
Aug 16	RA-01419	n/k	An-2TP		-	Russia	Forced landing soon after take off
Aug 19	C-GWIR	9371	DC-3C	Buffalo Airways	-	Canada	Forced landing after engine fire
Aug 20	CP-2655	DC-819B	Metro 23	Aerocon	-	Bolivia	Damaged after runway excursion
Aug 22	SH-TZM	BL-17	B200 King Air	Tanzanair	-	Tanzania	Ditched after engine failure
Aug 22	C-FSGD	316	DHC-3T	Transwest Air	-	Canada	Crashed en route
Aug 23	n/k	n/k	AS332L Super Puma	CHC Helicopters	4	Scotland	Ditched after power failure
Aug 25	OK-TVG	30719	737-8Q8	Travel Service	-	Czech Republic	Overran runway after landing in heavy rain

Superjet Failed to Climb

Icelandic Investigators have determined that the Sukhoi Superjet 100 that suffered a wheels-up landing at Keflavik airport had intended to 'go-around' and the pilots had selected the gear-up. However, the aircraft failed to achieve a positive rate of climb and impacted the runway on July 21.

The investigation authority said the aircraft was "close" to its maximum operating weight and flying in crosswinds as it performed the approach. The purpose of the exercise was to conduct a "low pass", the authority added.

Photograph of the Year Competition 2013

Are you handy with a camera? Then you could be in with a great chance to win a fantastic prize in this year's *Airliner World* Photograph of the Year competition.

First prize is a voucher towards camera equipment and each of the runners-up will receive a selection of books, models and DVDs. The closing date for entries is January 17, 2014, so there is plenty of time to plan the perfect picture, or maybe you already have a favourite photo taken earlier this year.

The subject can be chosen by the photographer, but ideally should have some relevance to commercial aviation. It does not need to be a shot of an aircraft, but should feature any subject covered by the magazine. So, you could shoot a view of an airport, a terminal, airline employees, passengers, perhaps even an in-flight meal – but it must be taken this year. Entrants may enhance and improve images as required.

Once finished, a 300dpi image should be sent as a jpeg attachment to an email) to airlinerworld@keypublishing.com. Please mark the subject box as 'Photograph of the Year 2013'. Photographers may submit up to three entries each, but please send only one picture per email. The winner will be selected by a panel of judges from Key Publishing that will include professional photographers and editorial staff. The panel's decision will be final. So get snapping!



The closing date for entries received is 15:00GMT on **January 17, 2014** and we plan to feature the winning entries in the March 2014 issue of *Airliner World*.

WIN a Titan Airways Model

Now in its 25th year, London/Stansted-based Titan Airways – formed in 1988 with a single Cessna 406 Titan – has grown from a small, single aircraft operator into one of Europe's leading charter specialists. The company's forte is short-notice leasing; it keeps two of its airliners – usually a Boeing 737-300 and 757-200 – and crew on a permanent 60-minute standby at its base and is available to assist where an aircraft becomes unserviceable and the operator needs a quick replacement. It also undertakes longer term leasing, providing additional capacity to tour operators and airlines – its varied fleet offers between 1 and 265-seat aircraft and Titan can also vary its service, even tailoring menus to suit the lessee's requirements.

Titan's two 757s epitomise the airline's flexibility and are the most versatile aircraft in the company fleet. In standard configuration, the aircraft can accommodate 202 passengers six-abreast, though this can be easily converted to a four abreast, 134-seat layout.

To mark its 25th anniversary, Titan Airways is offering one lucky *Airliner World* reader the opportunity to win a 1:100 scale model of its Boeing 757-200. This superb replica is finished in the carrier's eye-catching black and white livery and comes complete with a high quality display stand.

For the chance to win a 1:100 scale Titan Airways Boeing 757-200 model, simply answer the following question:

What new aircraft type did Titan Airways add to its fleet during 2013?



Closing date for entries is 15:00 GMT on January 1, 2014. The winner will be notified no later than January 15, 2014.

Send your answer, name, address, telephone number and e-mail (if you have one) to: Titan Competition, *Airliner World*, Key Publishing, PO Box 100, Stamford, Lincolnshire, PE9 1XQ. Alternatively, you may submit your entry by e-mail, addressing it to competitions@keypublishing.com with 'Titan Comp' in the subject box.

A review of the most recent books, DVDs and models.



JP Airline-Fleets International 2013/2014

(Flightglobal, Reed Business Information, softback, illus, 676pp, £43.95
ISBN: 978-1-898779-49-0)

The 47th edition of this essential annual reference book covering all the world's commercial aircraft fleets. It includes details on more than 5,000 operators and is a vital source of information for anyone involved or interested in the commercial aviation industry. JP Airline-Fleets is also available as a CD-Rom for £37.70 or a print and CD combi for £62.32.

Speedbird – The Complete History of BOAC

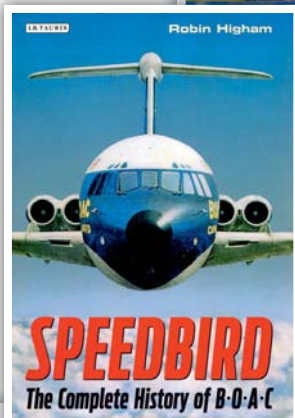
(Robin Higham, I B Tauris Publishers, hardback, illus, 492pp, £30.00
ISBN: 978-1-78076-462-7)

Acclaimed historian Robin Higham presents a complete study of British Overseas Airways Corporation (BOAC) from its creation before World War Two through to the dawn of supersonic passenger services. This excellent book presents a comprehensive history covering the airline's structure and fleet development, as well as the crucial role it played in projecting British political power during the break-up of the Empire.

Civil Aircraft Markings 2012

(Allan S Wright, Ian Allan Publishing, softback, illus, 448pp, £13.00
ISBN: 978-0-7110-3762-5)

Now in its 64th year, this popular title remains one of the best-selling registration reference books on the market. The handy pocketbook lists over 20,000 current UK and Republic of Ireland registered aircraft, as well as airliners from overseas countries that visit the UK and Europe on a regular basis.



Transatlantic Betrayal

(Andrew Porter, Amberley Publishing, softback, illus, 160pp, £17.99
ISBN: 978-1-4456-0649-1)

Andrew Porter tells the story of the Rolls-Royce RB211 engine. This book examines the political and economic factors involved in the engine's troubled development, which eventually laid the foundation for turning Roll-Royce into the global business it is today, supplying thousands of powerplants for both military and civil aircraft.

Adventurous Empires

(Phillip E Sims, Pen & Sword Books, hardback, illus, 356pp, £25.00
ISBN: 978-1-78159-107-9)

Phillip Sims tells the fascinating story of the development of the Short Brothers Empire Flying Boats that were built specifically for Britain's national airline, Imperial Airways. This meticulously researched book details every aspect of the Empire flying-boats' development and service life, from both a civilian and military perspective.

Japan Airlines Spectacular

(AirUtopia, Ref DVD343, www.shop.keypublishing.com, £12.49 [approx \$19.98 or €14.99]
running time: 120 minutes.)

AirUtopia takes you back to operations at Nagoya International Airport in the late 1980s and features some incredible classic Japanese aviation action, with a strong focus on Japan Airline's classic fleet of the era.

Miami 1993-2012

(Justplanes.com, Ref DVD563, www.shop.keypublishing.com, £18.49 [approx \$29.58 or €22.19]
running time: 580 minutes.)

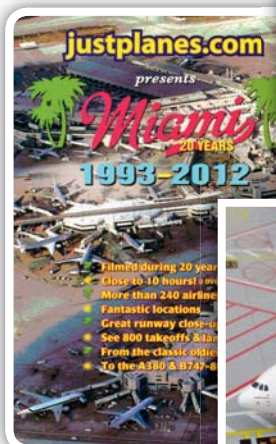
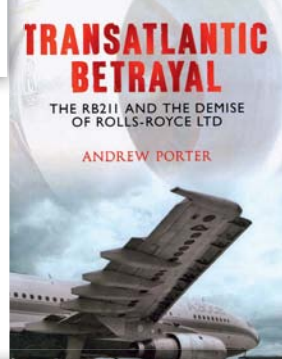
Filmed over nearly two decades from 1993, this superb double DVD features a variety of rarely-seen airlines and aircraft, as well as many that no longer exist.

Middle Eastern Superjumbo

(Gemini Jets, 1:400 scale, Airbus A380-861 Emirates Airline A6-EEE, Item No GJUA1291, £42.00, via www.aviamart.com, www.airspotters.com, www.aviationretaildirect.com)
This is Emirate's 30th example of the A380 Superjumbo – it joined the Dubai-based carrier's fleet on December 27, 2012. This superb model even carries special markings supporting the UAE's bid to host the World Expo 2020 in Dubai.

US TriJet

(Gemini Jets, 1:200 scale, Boeing 727-232 Delta Air Lines N542DA, Item No G2DAL106, £64.00, via www.aviamart.com, www.airspotters.com, www.aviationretaildirect.com)
N542DA (c/n 22391) was delivered to Delta Air Lines on January 21, 1981. The carrier continued to operate the type until the final examples were retired in 2003, by which time N542DA had joined United Technologies Corp. It was later acquired by Diversified Aero Services Inc before being permanently withdrawn from use in June 2006.



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Air France *Transform*



Since its creation in 1933, Air France has become firmly established as one of the world's leading airlines. It has supported the development of the French economy and provides vital links to the nation's colonies in Africa, the Caribbean and the Polynesian islands in the Pacific. Its merger with KLM Royal Dutch Airlines in May 2004 further strengthened its presence in the global marketplace. Like many others, however, it has been hit hard by the global recession, forcing its management team to re-evaluate its business. The carrier has unveiled a three-year 'Transform 2015' programme which it hopes will reposition it to meet the requirements of the travelling public in the future and return to full profitability.

Above • Air France became the first European carrier to operate the Airbus A380 'Superjumbo' when it launched services from Paris/Charles de Gaulle to New York/John F Kennedy International Airport on November 23, 2009. (Airteamimages.com/Steve Flint)

Right • Less than a year after operations started Air France took delivery of the first of ten 12-seat Wibault 283-Ts, including this example F-AMVF. The type was powered by three 350hp Gnome-Rhône 7kd radial engines. (Airteamimages.com/ATI Collection)



Laying the Foundations

Although Air France wasn't formed until 1933, it can trace its roots back to the period just after the end of World War One, when Pierre-Georges Latécoère established France's first passenger airline, Société des Lignes Latécoère,

in 1919. Over the next decade more carriers entered the market with varying degrees of success. But the global recession of the early 1930s forced the French Government to look at securing the nation's aviation industry to ensure its survival.

AIRFRANCE

TIMELINE



Early 1933 – Global recession sees all French carriers merged into a single air operator – Société Centrale pour l'Exploitation des Lignes Aériennes (SCELA).

August 1933 – Aéropostale is integrated into SCELA and the company renamed Air France.

October 7, 1933 – Air France officially starts flying from Paris/Le Bourget.

May 10, 1940 – Air France's operations are suspended for the duration of World War Two.

mation

As the French national carrier enters its 80th year of operations, Barry Woods-Turner examines the company's evolution and discovers how it is positioning itself for the future.



After a series of strategic mergers, the resulting consolidated company was renamed Air France. Initial operations started on October 7, 1933 from its base at Paris/Le Bourget. It took nearly five years to integrate all the separate companies into a single structure, while

its fleet of 259 aircraft, including 31 different types, was reduced to just 100 airliners and three models.

By the outbreak of World War Two, Air France was one of Europe's leading airlines – but the fall of France in May 1940 led to almost all of its services

Left • The post-war period was a time of huge expansion for Air France. Now nationalised, the carrier launched transatlantic services to New York in July 1946 using Douglas DC-4s. The journey, including technical stops, took 19 hours and 51 minutes.

being abandoned. On June 26, 1945, the company became state-controlled, and, under the direction of the transport ministry, it restarted scheduled flights.

In July the following year it launched its inaugural transatlantic link from Paris to New York using a Douglas DC-4 – the journey, including technical stops, taking 19 hours and 51 minutes.

During the late 1940s and early 1950s Air France focused on building its intercontinental network and re-equipping with the latest long-range piston-engined aircraft, including the Lockheed L-049 Constellation. But this overseas expansion was to the detriment of its domestic and regional operations, which suffered from insufficient investment. This changed in 1952, when Air France relocated to >>

June 26, 1945 – The airline becomes a state-controlled entity under the control of the Transport Ministry and restarts scheduled flights.

March 1946 – Flight attendants are introduced on all services.

July 1, 1946 – Air France launches its inaugural transatlantic service between Paris and New York using a Douglas DC-4.

June 16, 1948 – Compagnie Nationale Air France is



created by an act of parliament.

1952 – Air France moves some of its operation from Le Bourget to Orly Airport to the south of the capital.

June 12, 1953 – Air France introduces its first jet-powered airliner, the de Havilland designed Comet 1, F-BGNX (c/n 06020).

May 18, 1953 – First Vickers Viscount, F-BGNK (c/n 8), enters service.

September 26, 1953 – Air France is told by the ►



Above • During the early 1950s Air France focused on building its intercontinental network and re-equipping with the latest long-range piston-engined aircraft. One of the carrier's Lockheed L-1049G Super Constellations, F-BHBI (c/n 4634), is seen parked on the apron at Liverpool/Speke Airport in July 1966.

(Adrian Balch Collection)

Right • An Air France de Havilland Comet 1A, F-BGNY (c/n 06021), parked on the apron at the manufacturer's facility at Hatfield, undergoing pre-delivery checks before handover to the airline on July 7, 1953.

(Airteamimages.com/ATI Collection)

Paris/Orly airport to the south of the capital, the additional capacity enabling it to improve its domestic services. Two years later it formed a new joint venture domestic carrier with the national rail operator SNCF, the Caisses des Dépôts et Consignations (a French financial organisation) and other private investors, called Air Inter.

Air France was one of the first airlines to adopt the jet engine when it introduced the de Havilland Comet 1 into its fleet in 1953, later adding a mix of Sud-Aviation Caravelles and Boeing 707s to serve its medium- and long-haul routes instead.

As the numbers of people wanting to fly increased significantly towards the end of the 1960s, Air France again turned to Boeing when it modernised its fleet, introducing the 727 to replace the Caravelle and the 747 'Jumbo Jet' for its long-haul, high-capacity operations. The era of widebody airlines and mass air transportation had begun.

On March 13, 1974, Paris' new international gateway, Charles de Gaulle International Airport, opened. Initially, Air France moved only a small number of flights to the facility, having intended to operate from a planned dedicated second terminal, but by November around 70% had been transferred here. Eventually it



"AIR FRANCE WAS ONE OF THE FIRST AIRLINES TO ADOPT THE JET ENGINE WHEN IT INTRODUCED THE DE HAVILLAND COMET 1 INTO ITS FLEET IN 1953."

moved to Terminal 2 once construction work was complete in March 1982.

In 1976, Air France and British Airways simultaneously introduced supersonic services using the Aerospatiale/British Aircraft Corporation Concorde, the French carrier flying routes to Rio de Janeiro, Caracas, Washington DC and eventually New York. Despite the economic recession of the late 1970s, Air France was able to maintain a strong market share and entered the

1980s still as one of the world's leading airlines. Throughout the decade it grew substantially and in 1988 it decided to modernise its short-haul fleet by selecting the A320, the world's first fly-by-wire airliner.

On January 12, 1990, Groupe Air France was formed after the airline had increased its ownership in Air Inter and acquired a controlling interest in the private operator UTA. Six years later, Air Inter became Air France Europe

French government to share long-distance routes to Africa, Asia and the Pacific region, and transfer various services to Aigle Azur, Compagnie de Transport Aériens Intercontinentaux (TAI) and Union Aéromaritime de Transport (UAT).

November 1954 – Air France joins forces with national rail operator SNCF, the Caisses des Dépôts et Consignations and other private investors to form domestic carrier Air Inter.

1956 – Due to the Comet's high-profile grounding following several crashes, Air France elects to acquire a mix of Boeing 707s and Sud-Aviation Caravelles to serve its medium- and long-haul routes.

March 16, 1958 – Air Inter starts operations between Paris and Strasbourg.

February 23, 1960 – Ministry of Public Works and Transport transfers Air France's domestic monopoly to Air Inter.





Right: To meet the increasing demand for seats in the late 1960s/early 1970s, Air France decided to acquire the Boeing 747 'Jumbo Jet'. The sixth example delivered to the carrier, 747-128, F-BPVF (c/n 20376), lines up on the runway at Paris/Orly ready for departure.
(Adrian Balch Collection)



Boeing 727-228, F-BPJH (c/n 19864), was one of 29 of the type used by the French national carrier on its short- and medium-haul routes.
(Bob O'Brien Collection)



1961 – Air France moves its entire operation to Paris/Orly Airport.

July 1966 – New subsidiary, Air Charter International is established to serve non-scheduled markets.

March 24, 1968 – The first 727-228, F-BOJA (c/n 19543), joins the airline.

March 20, 1970 – Air France enters the widebody market with the delivery of its first 747-128,

F-BPVA (c/n 19749).

1972 – Air France Cargo is established.

March 13, 1974 – An Air France airliner becomes the first aircraft to land at the new Charles de Gaulle (CDG) International Airport, and the carrier moves around 20% of its operation here.

May 10, 1974 – Air France takes delivery of its first Airbus A300B2, F-BVGA (c/n 005).

June 4, 1974 – Air Inter introduces its first jet

before being subsumed into the airline's mainline business in 1997.

As the 20th century ended, the French flag carrier began to renew its long-haul fleet with the introduction of A340 and 777s. Meanwhile a corporate strategy was developed to help transform it from an evolving European national carrier to a 'world-class airline major'. (For more details on Air France's early years see *Airliner World* October 2003 issue or visit www.airlinerworld.com).

New Millennium

The new millennium dawned with the prospect of even greater competition for mainline carriers such as Air France. The French and US Governments signed a liberalised aviation agreement on October 19, 2001, which granted blanket access for commercial services between the two countries. This was the precursor of a full European Union-US 'Open Skies' accord which entered force in 2008.

The rapid expansion of low-cost carriers challenged full-service airlines >>



throughout the next decade and beyond and, to help improve its feeder network, Air France strengthened its regional affiliate programme in 2000, integrating Régional Airlines, Flandre Air, Proteus Airlines, Brit Air and CityJet operations under Air France Regional.

Meanwhile, in the international arena the company continued to build on its strategic marketing relationship with Delta Air Lines which had been signed in June 1999. In discussions with other such complementary airlines, the idea of grouping networks to offer customers even more destination choices served by partner carriers ultimately led to the launch of the SkyTeam alliance on July 22, 2000. Air France was joined by Aeromexico, Delta Air Lines and Korean Air in the group. The alliance has since grown and its 19 member airlines collectively transport

569 million passengers annually to 1,024 destinations using a combined fleet of 2,853 aircraft.

To further strengthen its presence in the European market, on September 3, 2003, Air France and KLM announced a merger. The move transferred the majority of Air France's stock to the private sector, resulting in the company's privatisation, and the formation of the Air France-KLM Group following regulatory approvals on May 5, 2004. The combination preserved the brands of both airlines and combined their strengths while aiming for cost savings from shared synergies.

In 2005 Air France Cargo's and KLM Cargo's marketing teams were integrated into a single structure, under the Air France-KLM Cargo brand. The two hubs, Paris/Charles de Gaulle and Amsterdam/Schiphol, function in tandem giving the

Air France introduced the Boeing 737-33A as a replacement for the three-engined 727 on its short-haul and regional routes. Captured on final approach to London/Heathrow Airport in November 2002 is F-GFUD (c/n 24027).

(Airteamimages.com/
Derek Pedley)

In 1976 Air France and British Airways simultaneously introduced supersonic services using the Aerospatiale/British Aircraft Corporation Concorde. The French carrier operated routes to Rio de Janeiro, Caracas, Washington DC and, eventually, to New York. (Airteamimages.com/Philippe Noret)

"ALWAYS LOOKING TO EXPLOIT MARKET NICHEs, AIR FRANCE-KLM LAUNCHED TRANSVIA FRANCE, WITH ITS FIRST FLIGHTS STARTING ON MAY 12, 2007."

group maximum flexibility.

Always looking to exploit market niches, Air France-KLM launched Transavia France, with its first flights on May 12, 2007. The low-cost medium-haul carrier was created to fly to leisure destinations from Paris/Orly airport.

Further expansion came in 2008 when the group acquired the remaining 50% stake (KLM already held 50%) in Dutch cargo operator Martinair, although it continues to fly under its own brand.

There was more European consolidation on January 12, 2009, when the group acquired a 25% stake in Italian national airline Alitalia for €323 million. In January 2013, media reports indicated that Air France-KLM were in advanced discussions to take overall control of the Italian flag-carrier by the summer, although neither party would confirm talks had taken place.

In 2007 a new boarding satellite (S3) was opened at Charles de Gaulle: known as the 'Parisian Gallery', it is for the exclusive use of Air France-KLM's and its SkyTeam partners' passengers, and can simultaneously board up to six A380s.



airliner, the Dassault Mercure, when F-BTTA (c/n 1), was delivered.

1975 – Brit Air launches operations, initially providing services for business executives in western France.

January 21, 1976 – Air France introduces supersonic flights between Paris and Rio de Janeiro using the first of seven Aerospatiale/British Aircraft Corporation Concorde.

May 24, 1976 – Supersonic services from Paris to



Washington/Dulles International Airport start.

March 1982 – Terminal 2 at CDG is opened and the airline eventually moves its entire operation here.

October 1983 – The carrier's 50th anniversary – Air France is ranked the fourth largest in the world, by passengers carried, and operates a fleet of 99 aircraft to 150 destinations in 73 countries.

1987 – Air France, Lufthansa, Iberia and SAS establish Amadeus – the single-source ticket sales system.

In a reinforcement of Air France's partnership with Delta Air Lines, the group signed an agreement with the US carrier to operate transatlantic routes jointly, sharing revenues and costs; with Alitalia joining the partnership a year later. The joint venture proved so successful that in November 2010 a similar deal was agreed with China Southern Airlines on links between Paris and Guangzhou.

The decade ended on a tragic note for the Air France-KLM Group when Flight AF447 crashed into the Atlantic Ocean on June 1, 2009, on a rotation from Rio de Janeiro to Paris, with the loss of all 228 lives. Ten months later the volcanic eruption of Eyjafjallajökull in Iceland and the resulting ash cloud that disrupted European flights and caused the closure of Paris/Charles de Gaulle, Paris/Orly and Amsterdam/Schiphol for several days, affected the airlines' schedules considerably. These factors were further compounded by the global economic crisis, which was beginning to hit the industry hard, with both traffic and revenue numbers fell dramatically. The group's poor financial



performance in 2011 was the final straw; the company's management had to act to arrest the spiralling debt threatening to swamp it.

Fleet Renewal

As Air France entered the new millennium it had a fleet of 197 aircraft representing 12 different types. It was retiring its older-generation models in favour of more modern and fuel-efficient jets. In the short-haul market, it has

continued to build its fleet of A320 Family aircraft – and on October 9, 2003, it became the first airline in the world to operate all four of the manufacturer's single-aisle airliners when A318-111, F-GUGA (c/n 2035), was handed over.

Meanwhile the long-haul fleet is managed under a completely different philosophy: adopting individual aircraft types for specific markets. Throughout the 2000s the long-haul fleet has evolved; certain types such

Airbus A300B4-203, F-BVGR (c/n 175), departs from Nîmes. The aircraft served with the French national carrier for 11 years before being sold to Egypt and is still flying with the Iranian carrier, Mahan Airlines as EP-MHL. (Airteamimages.com/ATI Collection)

Air France uses its Airbus A340 fleet on long-range services to destinations such as St Maarten in the Caribbean. Here, F-GNIH (c/n 373), comes into land over the island's iconic beach. (Airteamimages.com/Simon Gregory)



March 1988 – Air France continues its rapid growth and takes delivery of its first single-aisle A320.

January 12, 1990 – Air France operations are merged with Air Inter and Union des Transports Aériens (UTA) into an enlarged entity.

July 25, 1994 – A new holding company, Groupe Air France is formed.

December 1, 1995 – Brit Air signs a franchising agreement with Air France.

December 1995 – A new head office is completed in the Roissypôle complex at Charles de Gaulle.

1998 – Paris/Orly based Société Airlinair is created by private investors (80.5%) and Brit Air (19.5%) and operates flights on behalf of Air France.

February 22, 1999 – Air France is partially privatised and its shares are listed on the Paris Stock Exchange.

May 1999 – Air France acquires a 25% stake in





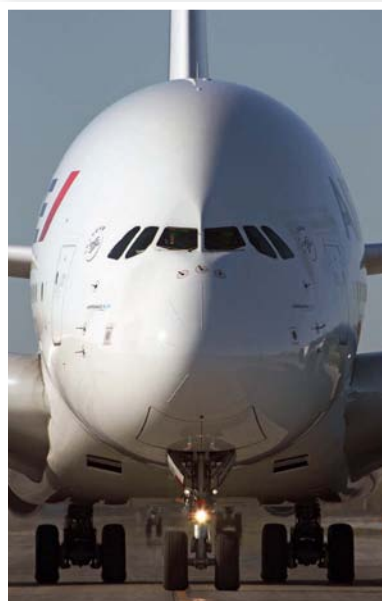
as the A310, 767 and Concorde have been withdrawn from service. These have been replaced by modern, fuel-efficient A330s, more 777-200s and the introduction of the long-range 777-300ER, enabling the carrier to match the right type to an individual route.

Air France became the launch customer for the A380-800 when it placed an order for ten aircraft plus four options on July 24, 2000. Two of the options were exercised on May 24, 2007. With the delivery of F-HPJA (c/n 033) on October 30, 2009, Air France became the first airline in Europe to operate the type when it launched services to New York/John F Kennedy International Airport on November 23.

The carrier announced plans on May 24, 2007, to phase out its 747-400 fleet with the last examples being retired by the end of 2013. At the same time it announced an order for 13 additional 777-300ERs – bringing its total commitments for the variant to 33 – as well as a deal for five more 777F freighters, clearly indicating the model will form the backbone of Air France's long-haul fleet for the next decade and beyond. It took delivery of its 200th Boeing jet airliner when 777-328ER, F-GZIH (c/n 35544), was handed over at

Boeing 777-328ER, F-GZNE (c/n 37432), has been painted in full SkyTeam alliance colours. Air France was one of the founder members of the airline grouping, along with Aeromexico, Delta Air Lines and Korean Air. (Airteamimages.com/Adrian Jack)

The imposing shape and size of the double-deck Airbus A380-800 as it taxis towards the photographer. Currently, Air France has eight of the type in service with four more on order. (Airteamimages.com/Mathieu Pouliot)



the US manufacturer's Everett facility on December 10, 2010. The airline received its first Boeing jet – a 707 – in 1959.

Despite its recent financial troubles, the group is still planning for the future, revealing on September 23, 2011, that it had selected both the 787 Dreamliner and A350 XWB as its next generation of airliners. On January 10, 2012 Air

Accidents

Since the turn of the new millennium Air France aircraft have been involved in three high-profile accidents:

July 25, 2000 – Flight 4590 – Concorde 101, F-BTSC (c/n 203), operating a charter flight from Paris/Charles de Gaulle to New York/John F Kennedy, crashed onto a hotel at Gonesse shortly after taking off, killing all 109 passengers and crew onboard, as well as four people on the ground. The accident report concluded that the aircraft suffered foreign object damage, causing the main wheel tyres to shred, which in turn pierced the wing fuel tanks, caused a fire and the loss of two engines.

August 2, 2005 – Flight 358 – Airbus A340-313X, F-GLZQ (c/n 259) overshot Toronto/Pearson International Airport during a thunderstorm. The aircraft came to rest in a ravine 984ft (300m) from the end of the runway. All 297 passengers and 12 crew escaped the jet safely before it was completely destroyed by fire.

June 1, 2009 – Flight 447 – Airbus A330-203, F-GZCP (c/n 660) on a service from Rio Janeiro to Paris crashed into the Atlantic killing all 228 passengers and crew. Accident investigators concluded that the aircraft's pitot tubes had iced over leading to onboard systems failure that disorientated the crew, the jet then stalled which led to an uncontrolled rapid descent into the ocean.

the Irish airline CityJet.

July 1999 – A new long-term marketing agreement is signed with Delta Air Lines, which lays the foundations for a new intercontinental alliance.

March 31, 2000 – Régional Compagnie Aérienne Européenne is established following the merger of Flandre Air, Proteus Airlines and Regional Airlines.



July 22, 2000 – Air France forms SkyTeam global alliance with Aeromexico, Delta Air Lines and Korean Air.

October 2000 – Brit Air becomes a wholly owned subsidiary of Air France.

February 2002 – Air France assumes overall control of CityJet.

September 3, 2003 – Air France and KLM Dutch Airlines announce the merger of the two carriers.

May 5, 2004 – Regulatory approval is given for the

France-KLM revealed it had signed a firm commitment for 25 787-9 Dreamliners plus 25 options in a deal valued at \$5 billion at list prices. The first example will enter service with KLM in 2016. While at the 2013 Paris Airshow, the long-awaited \$7.2 billion order for 25 A350-900s plus 25 options was announced. The first A350 is scheduled to enter service with the French national carrier in 2018 and will later join KLM.

Transform 2015

As the full effects of the global economic crisis really started to bite, 2011 proved to be a tough year financially for the Air France-KLM Group and this was reflected in the devastating set of figures it reported for the year, recording a €353 million loss and a net deficit of €8,009 million. In his statement to shareholders, the Group's Chairman and CEO Jean-Cyril Spinetta blamed an uncertain operating environment and fluctuating fuel prices as the main contributing factors. Other issues have served to put pressure on the balance sheet, such as over capacity, mainly created by low-cost carriers; as well as a growing trend towards



Air France's long-haul fleet was boosted by the arrival of the Airbus A330, the first example of which was delivered in December 2001. The carrier has 15 of the type in service including this jet, F-GZCG (c/n 498), which was delivered in December 2002. (Airteamimages.com/Jonathan Zaninger)

more cost-conscious passengers; the introduction of new taxes, and the European Union's Emissions Trading Scheme (ETS).

Despite a background of optimistic forecasts from industry regulators and manufacturers for future air transport demand and growth, it was the day-to-day haemorrhaging of cash that really hit the bottom line. The company has been forced to act to prevent further losses. On January 12, 2012, it launched a three-year transformation plan to help

it regain its competitiveness, return it to profitability, reduce its debt burden and ensure its products and customer services become world leaders. The plan, known as 'Transform 2015' will be used to guide both carriers' activities towards a rapid return to breakeven and position them to tackle future challenges.

At the end of December 2011 the Group's debt burden was €6.5 billion and by December 31, 2014 it hopes to have reduced this by €2 billion. Air France and KLM have each developed their >>

Air France painted Airbus A320-211, F-GFKJ (c/n 063), in a retro livery to celebrate its 75th Anniversary. It is based on the colour scheme worn by the company's aircraft after the end of the war. (Airteamimages.com/Philippe Noret)



merger and the Air France-KLM Group is formed.

May 12, 2007 – In partnership with Dutch affiliate Transavia, a new low-cost subsidiary – Transavia.com France – is based at Orly airport and launches its first services.

January 7, 2008 – Air France introduces a new logo and rebrands its fleet in the 'Eurowhite' livery.

2008 – Air France-KLM Group takes over Dutch cargo operator, Martinair.

January 12, 2009 – Air France secures a 25% stake in Italian flag carrier, Alitalia.

May, 2009 – A revenue-sharing transatlantic joint venture agreement is signed by Air France-KLM and Delta Air Lines.

October 30, 2009 – Air France's first A380, F-HPJA (c/n 033), is handed over.

January 10, 2012 – Air France-KLM places firm orders for 25 787-9 Dreamliners, plus 25 options. ►





own plans to help achieve the savings required. The French carrier devised a framework for the process and presented it to representatives of the company's ground staff, cabincrew, pilots and union officials who will be at the forefront of delivering the 20% cost improvements. This in turn has enabled Air France to introduce its strategic business plan, which concentrates on five main areas. It plans to restructure its short- and medium-haul operations; repositioning its long-haul services; optimise services at airports and improve efficiency at overseas stations; accelerate the transformation of its cargo business and continue grow its maintenance division.

Evidence of the restructuring came at the beginning of 2013, when the company announced it was combining its three regional subsidiaries – Brit Air, Régional and Airlinair – under a wholly-owned entity HOP! Air France hopes this will strike back at the numerous low-cost airlines that have taken a

significant market share of the carrier's regional routes over the past decade. In a update statement issued on July 26, 2013 the company said its efficiency plan was starting to pull its finances out of the red, but it also suggested it would be taking tougher measures to improve its medium-haul and cargo operations. It said cutting fixed costs, reducing staff numbers and winning back customers had helped to shrink its losses and it predicted the upward trend would continue through the remainder of 2013.

The turnaround in the group's fortunes was apparent from its second quarter figures which showed net losses had

**“AIR FRANCE HAS
BEGUN RESTRUCTURING
ITS INTERNAL
ORGANISATION TO
MAKE IT SIMPLER,
MORE REACTIVE AND
FULLY FOCUSED ON
THE CUSTOMER.”**

The shape of things to come – Air France-KLM placed a \$7.2 billion order for 25 A350-900s, plus 25 options, at the 2013 Paris Air Show. The first example will join the French national carrier's fleet in 2018. (Airbus)

Air France accepted its 200th Boeing-built jet airliner directly from the US manufacturer on December 10, 2010. The 777, F-GZIH (c/n 35544), departs a wet Seattle on its delivery flight to Paris/Charles de Gaulle. (Boeing)

shrunk from €897 million to €163 million for the same three-month period. And now the airline group is forecasting it could achieve a small operating profit this year. However, there is still a long way to go before the Air France-KLM Group returns to full profitability across all parts of its business. But it remains confident that the tough actions it is taking now will set a firm foundation on which it can accelerate growth during the second half of the decade. **AVIATION**

AIR FRANCE FLEET COMPARISON

Manufacturer	Model	2000 Fleet	2013 Fleet
Aérospatiale/ BAC	Concorde	6	
Airbus	A310	11	
	A318		18
	A319	18	41
	A320	59	54
	A321	12	25
	A330-200		15
	A340	19	13
	A350-900		25*
	A380		8
Boeing	737-200, -300, -500	44	
	747-400	42	10
	767-300	5	
	777-200ER	8	25
	777-300ER		37
	777F2		2
Fokker	787-9		25*
	F27	8	
Total	F100	5	
		197	248

Note: * combined orders by the Air France/KLM Group with types being operated by both airlines.



The first example is expected to enter service with the Dutch carrier in 2016.

January 12, 2012 – Air France-KLM launches 'Transform 2015' outlining cost-cutting and restructuring plans over the next three years to restore competitiveness and a return to profitability.

June 21, 2012 – Air France-KLM decides to cut 10% of its 53,000 workforce by the end of 2014.

June 20, 2012 – Air France-KLM announces it is

considering selling CityJet to help streamline its mainline business further.

March 31, 2013 – Air France decides to combine its regional subsidiaries (Airlinair, Brit Air and Régional) under a single entity, Société HOP!

June 20, 2013 – Air France-KLM confirms order for 25 Airbus A350-900 XWBs plus 25 options in a contract valued at \$7.5 billion at list prices. First A350 will enter service with Air France in 2018. **AVIATION**



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key

Acronyms and abbreviations have become an intrinsic part of business speak. In the commercial aviation business their usage has become unavoidable and in the following table we try to guide you through some of those most commonly-used examples in the pages of Airliner World. This list will be regularly updated.

AAIB	Air Accidents Investigation Branch (UK)
ACAS	Airborne Collision-Avoidance System
ADR	Accident Data Recorder
ALPA	Air Line Pilots Association (US)
ANS	Airborne Navigation System
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATP	Advanced Turbo-Prop (BAe)
ATS	Air Traffic Service
BAe	British Aerospace (now renamed BAE Systems)
CAA	Civil Aviation Authority (UK)
CDA	Continuous Descent Approach
CEO	Chief Executive Officer
CIS	Commonwealth of Independent States (formerly Soviet Union)
c/n	Construction number
combi	Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR	Cockpit Voice Recorder
dB	Decibel
DfT	Department for Transport (UK)
DME	Distance-Measuring Equipment
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
ERAA	European Regions Airline Association
EROPS	Extended-Range OperationS

ETOPS	Extended-range Twin-engine OperationS
FAA	Federal Aviation Administration (US)
FAI	Fédération Aéronautique Internationale (France)
FAR	Federal Aviation Regulations (US)
FBO	Fixed Base Operator
FDR	Flight Data Recorder
FL	Flight Level (usually expressed in hundreds of feet)
FOD	Foreign Object Damage
GA	General Aviation
GAPAN	Guild of Air Pilots And Navigators (UK)
GDP	Gross Domestic Product
GE	General Electric
GECAS	GE Capital Aviation Services
GMT	Greenwich Mean Time
GNS	Global Navigation System
GPS	Global Positioning System
GPU	Ground Power Unit
IACA	International Air Carrier Association
IAP	International Airport
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots Associations
IFR	Instrument Flight Rules
ILFC	International Lease Finance Corporation
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
JAA	Joint Aviation Authorities (European)
LCC	Low-Cost Carrier
LCD	Liquid Crystal Display

LED	Light-Emitting Diode
localiser	Steering guidance element of an ILS system
LORAN	Long Range Aid to Navigation
MD	Managing Director
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MoD	Ministry of Defence (UK)
MoU	Memorandum of Understanding
MRO	Maintenance, Repair and Overhaul
MTOW	Maximum Take-Off Weight
NASA	National Aeronautics and Space Administration (US)
NATO	North Atlantic Treaty Organization
NBAA	National Business Aircraft Association (US)
OFT	Office of Fair Trading (UK)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
pax	Passenger
P&W	Pratt & Whitney
PPL	Private Pilot's Licence
PR	Public Relations
RP	Request for Proposals
RVR	Runway Visual Range
SARS	Severe Acute Respiratory Syndrome
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
STOL	Short Take-Off & Landing
TCAS	Traffic alert and Collision-Avoidance System
TWR	Tower — airport control tower
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF omni-directional range (radio beacons)

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KEY

Code	Country Decode
3A	Monaco
3B	Mauritius
3C	Equatorial Guinea
3D	Swaziland
3X	Guinea
4K	Azerbaijan
4L	Georgia
4O	Montenegro
4R	Sri Lanka
4U	United Nations
4W	East Timor
4X	Israel
5A	Libya
5B	Cyprus
5H	Tanzania
5N	Nigeria
5R	Madagascar
5T	Mauritania
5U	Niger
5V	Togo
5W	Samoa
5X	Uganda
5Y	Kenya
6O	Somalia
6V	Senegal
6Y	Jamaica
7O	Yemen Republic
7P	Lesotho
7Q	Malawi
7T	Algeria
8P	Barbados
8Q	Maldives
8R	Guyana
9A	Croatia
9G	Ghana
9H	Malta
9J	Zambia
9K	Kuwait
9L	Sierra Leone
9M	Malaysia
9N	Nepal
9Q	Congo Democratic Republic of)
9U	Burundi
9V	Singapore
9XR	Rwanda
9Y	Trinidad & Tobago
A2	Botswana
A3	Tonga
A4O	Oman
A5	Bhutan
A6	United Arab Emirates
A7	Qatar
A8	Liberia
A9C	Bahrain
AP	Pakistan
B	China
B	China/Taiwan
B-H/K	China/Hong Kong

Code	Country Decode
B-M	China Macau
C	Canada
C2	Nauru
C3	Andorra
C5	Gambia
C6	Bahamas
C9	Mozambique
CC	Chile
CN	Morocco
CP	Bolivia
CS	Portugal
CU	Cuba
CX	Uruguay
D	Germany
D2	Angola
D4	Cape Verde Islands
D6	Comoros
DQ	Fiji
E3	Eritrea
E5	Cook Islands
E7	Bosnia and Herzegovina
EC	Spain
EI	Ireland
EK	Armenia
EP	Iran
ER	Moldova
ES	Estonia
ET	Ethiopia
EW	Belarus
EX	Kyrgyzstan
EY	Tajikistan
EZ	Turkmenistan
F	France
F-O	French Guyana
F-O	Guadeloupe & Saint Barthélemy
F-O	Guyane
F-O	Martinique
F-O	Mayotte
F-O	New Caledonia
F-O	Polynesia
F-O	Saint Pierre & Miquelon
F-O	Wallis & Futuna
F-OD	Reunion
F-OG	French West Indies
F-OH	Tahiti
G	United Kingdom
H4	Solomon Islands
HA	Hungary
HB	Liechtenstein
HB	Switzerland
HC	Ecuador
HH	Haiti
HI	Dominican Republic
HK	Colombia
HL	South Korea
HP	Panama
HR	Honduras
HS	Thailand

Code	Country Decode
HV	Vatican City
HZ	Saudi Arabia
I	Italy
J2	Djibouti
J3	Grenada
J5	Guinea Bissau
J6	Saint Lucia
J7	Dominica
J8	Saint Vincent and the Grenadines
JA	Japan
JU	Mongolia
JY	Jordan
LN	Norway
LV/LQ	Argentina
LX	Luxembourg
LY	Lithuania
LZ	Bulgaria
M	Isle of Man
N	Puerto Rico
N	United States of America
OB	Peru
OD	Lebanon
OE	Austria
OH	Finland
OK	Czech Republic
OM	Slovakia
OO	Belgium
OY	Denmark
OY	Faroe Islands
OY	Greenland
P	Korea (People's Democratic Republic)
P	North Korea
P2	Papua New Guinea
P4	Aruba
PH	Netherlands
PJ	Netherlands Antilles
PK	Indonesia
PP/R/T	Brazil
PZ	Surinam
RA/RF	Russia
RDPL	Laos
RP-C	Philippines
S2	Bangladesh
S5	Slovenia
S7	Seychelles
S9	São Tomé
SE	Sweden
SP	Poland
ST	Sudan
SU	Egypt
SU-Y	Palestine
SX	Greece
T2	Tuvalu Island
T3	Kiribati
T7	San Marino
T8A	Palau

Code	Country Decode
TC	Turkey
TF	Iceland
TG	Guatemala
TI	Costa Rica
TJ	Cameroon
TL	Central African Republic
TN	Congo (Republic of)
TR	Gabon
TS	Tunisia
TT	Chad
TU	Côte d'Ivoire
TU	Ivory Coast
TY	Benin
TZ	Mali
UK	Uzbekistan
UP	Kazakhstan
UR	Ukraine
V2	Antigua & Barbuda
V3	Belize
V4	Saint Kitts and Nevis
V5	Namibia
V6	Micronesia
V7	Marshall Islands
V8	Brunei
VH	Australia
VN	Vietnam
VP-A	Anguilla
VP-B/VQ-B	Bermuda
VP-C	Cayman Islands
VP-F	Falkland Islands
VP-G	Gibraltar
VP-L	British Virgin Islands
VP-M	Monseratt
VQ-H	Saint Helen/Ascension
VQ-T	Turks & Caicos
VT	India
XA/B/C	Mexico
XT	Burkina Faso
XU	Cambodia
XY	Myanmar
YA	Afghanistan
YI	Iraq
YJ	Vanuatu
YK	Syria
YL	Latvia
YN	Nicaragua
YR	Romania
YS	El Salvador
YU	Serbia
YV	Venezuela
Z	Zimbabwe
Z3	Macedonia
Z6	Kosovo (Republic of)
ZA	Albania
ZK	New Zealand
ZP	Paraguay
ZS/ZU	South Africa
	South Sudan

Aircraft	Types
Aerospatiale	Corvette
Airbus	A300, A310, A318, A319, A320, A321, A330, A340, A380, ACJ, Beluga
Antonov	An-12, An-22, An-24, An-26, An-28, An-30, An-32, An-38, An-72, An-74, An-124, An-140, An-225
ATR	ATR 42, ATR 72
Avro	RJ70, RJ85, RJ100
BAC	One-Eleven
BAe	ATP, BAe 146, Jetstream, J31, J41
Beech	B99, B100, B200, B300, B1900,
Boeing	707, 717, 727, 737, 747, 757, 767, 777, 787, BBJ
Bombardier	CRJ, Challenger
Britten Norman	BN-2A
Casa	C212, Cn-235
Cessna	Ce 208, Ce 406, Ce 500
Convair	CC-109, CV-240, CV-340, CV-580
Curtiss	C-46
Dassault	Falcon 20
de Havilland	DH114
de Havilland Canada	DHC-5, DHC-6, Dash 7, Dash 8
Dornier	Do228, 328TP, 328JET, Envoy
Douglas	DC-3T, DC-8, DC-9, DC-10
Embraer	Emb 110, Emb 120, ERJ 135, ERJ 145, E-Jet, Legacy, Lineage

Aircraft	Types
Fairchild	Merlin, Metro
Fokker	F27, F28, F50, F70, F100
GAF	Nomad
Gulfstream	Gulfstream 1, Turbine Mallard
Hawker Siddeley	HS748
IAI	IAI1124
Ilyushin	Il-18, Il-22, Il-62, Il-76, Il-86, Il-96, Il-114
Learjet	Learjet
Let	L410
Lockheed	Electra, Hercules, L1011
McDonnell Douglas	MD-11, MD-80, MD-90
Namc	YS-11
Nord	Nord 262
North American	Sabre
Pacific Aircraft	PAC750
Piaggio	Avanti
Piper	Pa-31T, Pa-42
Quest	Kodiak
Saab	Sf340, S2000
Short	Belfast, SD 330, SD 360, Skyvan
Sukhoi	SSJ
Transall	C160
Tupolev	Tu-134, Tu-154, Tu-204, Tu-214
Xian	MA60
Yakovlev	Yak-40, Yak-42
Yunshuji	Y-7 (Includes MA60s), Y-8, Y-12

IDENTIFYING

the country of origin of an airline is made easier by the code system imposed by International Civil Aviation Organization (ICAO) – although country codes can be confusing as (for political and leasing reasons) aircraft often retain their country of registration, rather than their country of employment.

Airliner World presents a concise reference source detailing world airlines listed in alphabetical order of countries. To help find a particular carrier, the list on page 2 shows the ICAO code for the country – this is the code letter that is used in the registration of aircraft – listed in alphabetical order of prefix.

Each country entry then lists the airlines (passenger and freight) along with, where applicable, their International Air Transport Association (IATA) two-letter designators and ICAO three-letter designators. Not all 'air operators' are included in the list. Exceptions include government organisations and those whose prime functions are non-commercial. Furthermore, a huge number of 'air taxi' type operations have also been omitted, although some examples, using larger capacity aircraft have been included. Fleet details give types that fulfil a 5-8 passenger+ criterion, although some smaller aircraft have been included for completeness.

Airliner World runs regular airline surveys and detailed features on individual airlines and these will include detailed fleet listings – one of the best ways of staying current is to amend your copy of this guide using the information contained within the magazine.



THE DATA

summarises the fleet of a particular airline and is correct at the beginning of July 2013. It includes both in-service and parked aircraft, although changes will have inevitably occurred between data extract and publication. Aircraft on wet-lease or ACMI contracts are listed with the company for which they are flown, rather than the lessor.



CAPA

Established in 1990, CAPA - Centre for Aviation is a leading provider of independent aviation market intelligence, analysis and data services, covering worldwide developments. The Centre's analytical reports and industry research enable senior executives to stay ahead of trends and developments in this fast changing, complex and dynamic industry. CAPA is relied upon by aircraft operators, aerospace companies, insurers, financiers and regulators for accurate data, news and intelligence, to support business decision making and competitor/market analysis.

CAPA Fleets provides:

- 51,800 individual aircraft entries
- Aircraft registration/serial numbers
- Engine types
- Current ownership
- Fully searchable
- Aircraft status/age
- Downloadable to excel or csv

The company is headquartered in Sydney, Australia with representatives based in Washington DC, London, Delhi, Hong Kong, Singapore and Wellington.

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CAPA
CENTRE FOR AVIATION

Name	IATA	ICAO	Model and Count
Rwanda 9XR			
Rwandair	WB	RWD	737 (5) CRJ (3) Dash 8 (3)
Saint Barthelemy F-0			
Saint Barth Commuter	PV	SBU	BN-2A (3) Ce 208 (2)
Saint Pierre and Miquelon F-0			
Air Saint Pierre	PJ	SPM	ATR 42 (1) Ce 406 (1)
Saint Vincent and the Grenadines J8			
Mustique Airways	Q4	MAW	BN-2A (1)
SVG Air		SVD	BN-2A (3) DHC-6 (5)
Samoa 5W			
Polynesian Airlines		PAO	DHC-6 (2)
Virgin Samoa Airlines		PBL	737 (1)
Sao Tome and Principe S9			
Africa's Connection STP		ACH	Do228 (3)
British Gulf International Airlines		BGI	An-12 (2) An-26 (1)
Goliath Air		GLE	An-12 (2) An-32 (2)
Saudi Arabia HZ			
Alpha Star Aviation			ATR 42 (1)
NAS Air	XY	KNE	747 (1) A320 (19) E-Jet (8)
Royal Saudi Air Force			A330 (2) Hercules (1)
Saudia	SV	SVA	747 (21) 777 (30) A300 (1) A320 (50) A330 (9) A340 (2) E-Jet (15) MD-11 (4) MD-80 (1)
SNAS Aviation		RSE	727 (4)
Senegal 6V			
Senegal Airlines	DN	SGG	A320 (3)
Senegalair		SGL	B200 (1) J31 (1)
Turbot Air Cargo		TAC	An-26 (2)
Serbia YU			
Aviogenex		AGX	737 (1)
Jat Airways	JU	JAT	ATR 72 (5) 737 (10)
Seychelles S7			
Air Seychelles	HM	SEY	A330 (2) DHC-6 (4) SD 360 (1)
Sierra Leone 9L			
Air Leone		RLL	An-28 (1)
Singapore 9V			
Jetstar Asia	3K	JSA	A320 (17)
Scot	TZ		777 (5)
SilkAir	MI	SLK	A320 (23)
Singapore Airlines	SQ	SIA	777 (56) A330 (22) A340 (5) A380 (19)
Singapore Airlines Cargo		SQC	747 (11)
Tiger Airways	TR	TGW	A320 (22)
Valuair	VF	VLU	A320 (1)
Slovakia OM			
Central Charter Airlines Slovakia		CCS	737 (1)
Danube Wings	V5		ATR 72 (4)
Dubnica Air			L410 (2)
Seagle Air	SJ	CGL	L410 (1)
Travel Service Slovakia		TVQ	737 (1)
Slovenia S5			
Adria Airways	JP	ADR	A320 (3) CRJ (9)
Aviofun		AFU	PC-6 (1)

Name	IATA	ICAO	Model and Count
Solair		SOP	A300 (1) Sf340 (1)
Solomon Islands H4			
Solomon Airlines	IE	SOL	A320 (1) BN-2A (2) DHC-6 (2) Dash 8 (1)
Somalia 60			
Jubba Airways	6J	JUB	737 (2)
Suhura Airways			An-26 (1)
South Africa ZS/ZU			
Africa Charter Airline			737 (2)
Airlink - SA Airlink	4Z	LNK	BAe 146 (9) ERJ 145 (11) J41 (10)
AirQuarius Aviation		AQU	F28 (2)
Allegiance Air		ANJ	Emb 120 (2)
Balmoral Central Contracts SA Pty Ltd		PNT	B1900 (3)
CemAir		KEM	B1900 (6) CRJ (2)
CFA Air Charters		CFX	BN-2A (1) Ce 208 (4) Do228 (1)
Comair	MN	CAW	737 (25)
DHL Aviation		DHV	Ce 208 (1)
Dodson Aviation Inc		21D	DC-3T (1) Learjet (1)
Executive Aerospace		EAS	H5748 (1)
Executive Turbine Air Charter		TEA	B1900 (4) Emb 120 (1)
Federal Air	7V	PDF	ATR 42 (1) B1900 (3) Ce 208 (3) Metro (1)
Global Aviation Operations			DC-9 (1) DC-10 (1)
Interair South Africa	D6	ILN	737 (3) 767 (1)
Jet 4 Now			737 (2)
King Air Charter [South Africa]		RXX	B200 (1) B1900 (8) Gulfstream 1 (1)
Mango	JE	MNO	737 (7)
MCC Aviation		MCC	J41 (3)
National Airways [South Africa]		NTN	B200 (1) B1900 (1) PAC750 (2)
Naturelink Aviation		NRK	Ce 208 (1) Emb 120 (4) PAC750 (4)
Phoebus Apollo Aviation	PE	PHB	DC-9 (2)
SA Express	YB	EXY	CRJ (13) Dash 8 (9)
Safair	FA	SFR	737 (5) Hercules (5)
Solenta Aviation		SET	ATR 42 (6) ATR 72 (2) B200 (1) B1900 (16) Ce 208 (4) ERJ 145 (3)
South African Airways	SA	SAA	737 (17) A320 (13) A330 (6) A340 (17)
Star Air Cargo		BRH	737 (5)
Stars Away Aviation		STX	DC-8 (2) DC-9 (1)
Studio 88 Aviation		STZ	B1900 (1)
Tab Charters		BKT	B1900 (1) Emb 120 (1)
Velvet Sky	VZ	VEL	DC-9 (1)
Vulkan Air			An-26 (1)
South Korea HL			
Air Busan	BX	ABL	737 (6) A320 (3)
Air Incheon			737 (1)
Air Korea		AKA	Ce 208 (2)
Asiana Airlines	OZ	AAR	747 (14) 767 (8) 777 (12) A320 (35) A330 (12)
Eastar Jet	ZE	ESR	737 (8)
Jeju Air	7C	JJA	737 (13)
Jin Air	LJ	JNA	737 (9)
Korean Air	KE	KAL	737 (42) 747 (39) 777 (37) A300 (3) A330 (23) A380 (6)
t'way	TW		737 (5)





Name	IATA	ICAO	Model and Count
Spain EC			
Aeronova		OVA	Metro (6)
Air Europa Lineas Aereas	UX	AEA	737 (18) A330 (12) ERJ 145 (1) E-Jet (11)
Air Pack Express			Ce 208 (1)
Air Taxi & Charter International	IBJ	B200	(1)
Albastar			737 (1)
Aqualata Air		AQB	BN-2A (1)
Binter Canarias	NT	IBB	ATR 72 (15)
Calima Aviacion		CMV	PC-6 (2)
CanaryFly	PM	CNF	ATR 42 (1) Metro (1)
Flightline (Spain)		FTL	Emb 120 (3) Metro (5)
Gestair Cargo		RGN	757 (2)
Helitt Lineas Aereas	H9	HTH	ATR 72 (3)
Iberia	IB	IBE	A320 (49) A330 (4) A340 (31)
Iberia Express	I2		A320 (18)
Iberia Regional Air Nostrum	YW	ANE	ATR 72 (5) CRJ (30)
Instituto Cartografico De Cataluna		ICC	Ce 208 (1)
Lanzarote Aerocargo		LZT	Ce 208 (1)
Let's Fly [Spain]		LLY	ATR 42 (1) Metro (1)
Naysa Aerotaxis	ZN	NAY	ATR 72 (3)
Norestair		NRT	PC-12 (1)
Pan Air		PNR	BAe 146 (2)
Privilege Style		PVG	757 (2)
Pullmantur Air	EB	PLM	747 (4)
Serair Transworld Press		SEV	B1900 (4)
Swiftair		SWT	727 (1) 737 (6) ATR 42 (6) ATR 72 (10) Emb 120 (10) MD-80 (4)
Top Fly		TLY	Metro (3)
Volotea	V7		717 (11)
Vueling Airlines	VY	VLG	A320 (70)
Zorex Air Transport		ORZ	Metro (2)
Sri Lanka 4R			
Expo Aviation			Ce 208 (1) F27 (2) Il-18 (1)
Helitours			Y-7 (2)
Lankan Cargo		RLN	HS748 (1)
Mihin Lanka	MJ	MLR	A320 (3)
SriLankan Airlines	UL	ALK	A320 (8) A330 (7) A340 (6)
Sudan ST			
AirTaxi Sudan		WAM	An-32 (1)
Airwest		AWZ	An-28 (2) Il-76 (3)
Alfa Airlines	AAJ		An-24 (1) An-26 (2) An-72 (1) Il-76 (2)
Almajara Aviation	MJA		Il-76 (1)
Alok Air	LOK		An-24 (1) An-32 (1)
Aviatrans			MD-80 (2)

Name	IATA	ICAO	Model and Count
Azza Transport Company		AZZ	An-12 (2) An-26 (1) Il-76 (2)
Badr Airlines		BDR	737 (1) An-26 (1) An-72 (1) Il-76 (2)
Ben Air		BNT	An-26 (2)
Blue Bird Aviation		BLB	DHC-6 (1)
Dove Air Services			An-26 (1) Tu-134 (1)
El Magal Aviation		MGG	An-12 (1) An-26 (2) An-28 (1)
Eldinder Aviation		DND	An-28 (2)
Feeder Airlines		FDD	F50 (2) L410 (1)
Kata Transportation Company		KTV	An-12 (1)
Marsland Aviation	M7	MSL	737 (4) An-26 (1)
Mid Airlines		NYL	F50 (2)
Nova Airways	09	NOV	737 (1) CRJ (4)
Southern Star Airlines			Dash 8 (1)
Sudan Airways	SD	SUD	A300 (2) A320 (1) B90 (1) F50 (4)
Sun Air (Sudan)			737 (2)
Tarco Air		TRQ	737 (1) A320 (1) An-28 (1)
Suriname PZ			
Blue Wing Airlines		BWI	An-28 (2) Ce 208 (2) DHC-6 (2) Ce 406 (1)
Gum Air		GUM	BN-2A (1) Ce 208 (3) DHC-6 (3)
Surinam Airways	PY	SLM	737 (3) A340 (1)
Swaziland 3D			
Swazi Express Airways		SWX	Emb 120 (1)
Swaziland Airlink		SZL	ERJ 145 (1) J41 (1)
Sweden SE			
Air Sweden		SWE	MD-80 (1)
Amapola Flyg AB		APF	F50 (14)
Direktflyg	HS	HSV	J31 (10)
Golden Air	DC	GAO	ATR 72 (2) Sf340 (1) S2000 (11)
International Business Air	6I	IBZ	Emb 120 (1) Metro (1)
Malmo Aviation	TF	SCW	BAe 146 (12)
NextJet	2N	NTJ	ATP (4) Sf340 (12)
Nordflyg Logistik AB			Ce 208 (2)
Novair	1I	NVR	A320 (3) A330 (1)
SAS	SK	SAS	737 (87) A320 (20) A330 (4) A340 (7) ATR 72 (1) CRJ (16) MD-80 (16)



Name	IATA	ICAO	Model and Count
TUIfly Nordic	6B		737 (5) 767 (2)
TUIfly Nordic AB	6B	BLX	737 (1)
West Air Europe		SWN	ATP (12) CRJ (3)
Westair Cargo Airlines			737 (1)
Switzerland HB			
Air Glaciers	7T	AGV	PC-6 (2)
Belair Airlines	4T	BHP	A320 (7)
Darwin Airline	F7	DWT	S2000 (9)
easyJet Switzerland	DS	EZS	A320 (20)
Edelweiss Air	WK	EDW	A320 (4) A330 (2)
Farnair Switzerland		FAT	ATR 42 (2) ATR 72 (12)
Helvetic Airways	2L	OAW	A320 (1) DHC-6 (1) F100 (6)
People's Viennaline		PEV	E-Jet (1)
PrivatAir		PTI	737 (2)
SkyWork Airlines	SX	SRK	328TP (5) Dash 8 (3)
SWISS	LX	SWR	A320 (37) A330 (14) A340 (15) Dash 8 (1)
Swiss European Air Lines		SWU	BAe 146 (20)

Name	IATA	ICAO	Model and Count
Swiss Jet		SJT	PC-6 (1)
Swissboogie Parapro SA		SWB	PC-6 (3)
Zimex Aviation		IMX	B1900 (1) DHC-6 (13) PC-6 (5)
Syrian Arab Republic YK			
Syrian Airlines	RB	SYR	A320 (6) ATR 72 (2) Il-76 (2) Tu-134 (2) Yak-40 (6)
Taiwan B			
China Airlines	CI	CAL	737 (13) 747 (31) A330 (22) A340 (6)
Daily Air			Do228 (4)
EVA Air	BR	EVA	747 (15) 777 (15) A320 (4) A330 (14) MD-11 (6) MD-80 (5)
Far Eastern Air Transport	FE	FEA	MD-80 (6)
Mandarin Airlines	AE	MDA	E-Jet (8)
TransAsia Airways	GE	TNA	ATR 72 (9) A320 (9) A330 (2)
Uni Airways	B7	UIA	ATR 72 (4) Dash 8 (7) MD-80 (6)
Tajikistan EY			
Asia Airways		ASW	An-12 (3) An-26 (2) Il-76 (1)
Asian Express Airline			BAe 146 (1)



STORAGE

Aircraft Manufacturer	Aircraft Model	Total
Airbus	A300	56
	A320	107
	A330	26
	A340	27
Antonov	An-140	1
	An-24	3
	An-26	2
	An-32	1
ATR	ATR 42	42
	ATR 72	63
Beech	B99	2
	B200	10
	B300	1
	B1900	10
Boeing	707	6
	717	8
	727	122
	737	570
	747	152
	757	101
	767	100
	777	4
	787	2
Boeing/Mc Donnell Douglas	DC-3T	3
	DC-8	19

Aircraft Manufacturer	Aircraft Model	Total
Boeing/Mc Donnell Douglas	DC-9	42
	DC-10	24
	MD-11	14
	MD-80	200
Bombardier	Dash 8	44
	CRJ	147
British Aerospace	ATP	3
	BAe 146	61
	Jetstream/J31	4
Britten-Norman	BN-2A	12
CASA	CASA212	2
Cessna	Ce 208	44
de Havilland Canada	DHC-6	48
	Dash 7	1
Dornier	Do-228	2
	328TP	19
	328JET	16
Embraer	Emb 110	2
	Emb 120	3
	ERJ 145	83
	E-Jet	20
Fairchild	Metro	15
Fokker	F27	5
	F28	6
	F50	23

Aircraft Manufacturer	Aircraft Model	Total
Fokker	F100	32
Grumman	Gulfstream 1	1
Hawker Siddeley	HS748	3
Ilyushin	Il-76	1
	Il-86	1
Let	L410	4
Pilatus	PC-6	2
	PC-12	2
Piper	Pa-31T	1
Quest	Kodiak	3
Saab	SF340	62
	S2000	5
Short Brothers	Skyvan, SD 330, SD 360	8
Sukhoi	SSJ	1
Tupolev	Tu-134	3
	Tu-154	21
	Tu-204	8
Yakovlev	Yak-40	1
	Yak-42	4
Yunshuji	Y-7	21
Grand Total		2466



Name	IATA	ICAO	Model and Count
Asian Express Airline			A320 (2) BAe 146 (3)
East Air	EG	ETJ	737 (5)
Somon Air	4J	SMR	737 (6)
Tajik Air	7J	TJK	737 (1) 757 (1) An-26 (2) An-28 (3) Tu-134 (1) Tu-154 (4) Yak-40 (4) Y-7 (1)

Tanzania 5H			
Air Excel (Tanzania)		XLL	Ce 208 (6) L410 (1) Ce 406 (1)
Air Tanzania	TC	ATC	737 (1) Dash 8 (1)
Air Zara International		AZD	BAe 146 (1)
Auric Air Services			Ce 208 (1)
Coastal Aviation			Ce 208 (13)
fastjet	FN	FTZ	A320 (3)
Fly Tanzania			BAe 146 (1)
Precision Air Services	PW	PRF	737 (2) ATR 42 (6) ATR 72 (5)
Regional Air Services		REG	DHC-6 (1)
ZanAir	B4	TAN	Ce 208 (2) L410 (3) Learjet (13) Mu-2 (10)

Thailand HS			
Bangkok Airways	PG	BKP	A320 (14) ATR 72 (8)
Business Air	8B	BCC	767 (4)
City Airways [E8]			737 (3)
Flyhy Cargo Airlines			727 (1)
Happy Air		HPY	Sf340 (1)
Jet Asia Airways		JAA	767 (4)
K-Mile Air	8K	KMI	727 (1)
Nok Air	DD	NOK	ATR 72 (4)

Name	IATA	ICAO	Model and Count
Nok Air	DD	NOK	737 (13)
Nok Mini	5E	SGN	Ce 208 (1) Sf340 (5)
Orient Thai Airlines	OX	OEA	737 (4) 747 (7) 767 (3) MD-80 (4)
PC Air		PCA	A300 (1)
R Airlines		RCT	737 (1)
Solar Aviation		SRB	Do228 (2) Sf340 (1)
Sunny Airways			767 (1)
Thai AirAsia	FD	AIQ	A320 (29)
Thai Airways	TG	THA	737 (5) 747 (18) 777 (27) A300 (9) A330 (26) A340 (6) A380 (4)
Thai Government			A340 (1)
Thai Smile			A320 (6)
U Airlines			A320 (1)

Timor-Leste 4W			
Air Timor			Ce 208 (1)

Togo 5V			
Africawest Cargo	FK	WTA	An-12 (1) DC-9 (1)
ASKY Airlines	KP	SKK	737 (3) Dash 8 (3)

Tonga A3			
Chatham Pacific Airlines			BN-2A (1) Metro (1)

Trinidad and Tobago 9Y			
Briko Air Services		BKO	J31 (2)
Caribbean Airlines	BW	BWA	737 (15) 767 (2) ATR 72 (5) Dash 8 (2)

Tunisia TS			
Nouvelair Tunisie	BJ	LBT	A320 (9)





Name	IATA	ICAO	Model and Count
Syphax Airlines	FS	SYA	A320 (4) A330 (1)
Tunisair	TU	TAR	737 (12) A300 (3) A320 (20)
Tunisair Express			ATR 42 (1) ATR 72 (3) CRJ (1)
Tunisavia		TAJ	DHC-6 (2)
Turkey TC			
AnadoluJet		AJA	737 (14) ATR 72 (2)
Atlasjet	KK	KKK	757 (1)
Atlasjet	KK	KKK	A320 (15)
BoraJet		BRJ	ATR 72 (3)
Corendon Airlines		CAI	737 (7) A320 (1)
Freebird Airlines	FH	FHY	A320 (8)
MNG Airlines Cargo	MB	MNB	737 (1) A300 (7) A330 (1) F27 (1)
myCARGO	9T	RUN	747 (2)
myCARGO	9T	RUN	A300 (5)
Onur Air	8Q	OHY	A320 (22) A330 (2)
Pegasus Airlines	PC	PGT	737 (40)

Name	IATA	ICAO	Model and Count
Eagle Air	H7	EGU	L410 (3)
Uganda Air Cargo		UCC	Hercules (1) Y-12 (2)
Ukraine UR			
Aero Charter	DW	UCR	An-12 (4) An-26 (1) Ce 208 (1) Yak-40 (5)
Aerostar		UAR	328JET (1)
Aerovis Airlines	V5	VIZ	An-12 (6)
Air Onix	OG	ONX	737 (3)
Air Urga	3N	URG	An-24 (5) An-26 (4)
Aircompany KHORS	KO		MD-80 (2)
Antonov Airlines		ADB	An-124 (8) An-26 (1)
ARP 410 Airlines		URP	An-24 (2) An-26 (1)
Aviaexpress Aircompany		VXX	An-26 (1) L410 (1)
Aviant		UAK	An-32 (2)
Aviatrans K			A320 (2)
Bravo Airways			MD-80 (1)
Bukovyna Aviation Enterprise		CHV	MD-80 (3)
Business Airlines		BCV	Sf340 (2)
Dniproavia	Z6	UDN	ERJ 145 (2)
Donbassaero	7D	UDC	A320 (1)
Ilyich-Avia		ILL	Yak-40 (1)
Isd Avia		ISD	CRJ (1)
Kharkiv Airlines			737 (1)
Khors Air	KO	KHO	A320 (2) DC-9 (1) MD-80 (5)
Lviv Airlines	5V	UKW	Yak-42 (1)
Meridian		MEM	An-12 (7) An-26 (2)
Motor Sich Airlines	M9	MSI	An-12 (2) An-24 (2) An-72 (1) An-140 (1) Yak-40 (1)
MRK Airlines	6V	MRW	Sf340 (1)
Podillia Avia		PDA	An-24 (1)



Name	IATA	ICAO	Model and Count
Saga Airlines		SGX	A320 (1)
SeaBird Airlines			DHC-6 (1)
Sky Airlines	ZY	SHY	737 (5)
SunExpress	XQ	SXS	737 (31)
Tailwind Airlines		TWI	737 (3)
Turk Hava Kurumu		THK	Ce 208 (2) Pa-42 (2)
Turkish Airlines	TK	THY	737 (70) 777 (15) A310 (3) A320 (84) A330 (23) A340 (7)
ULS Airlines Cargo	G0	KZU	A300 (2) A310 (3)
Turkmenistan EZ			
Turkmenistan Airlines	T5	TUA	717 (6) 737 (9) 757 (4) Il-76 (8)
Unknown (Turkmenistan)			CRJ (1)
Turks and Caicos Islands VQ-T			
Air Turks and Caicos (AirTac)	JY	TCI	B200 (1) BN-2A (1) Emb 120 (4)
Turks Air	6T		DC-6 (1)
US Virgin Islands N			
Seaborne Airlines	BB	SBS	DHC-6 (3)
Uganda 5X			
Air Uganda	U7	UGB	CRJ (2) MD-80 (2)

Name	IATA	ICAO	Model and Count
Shovkoviy Shlyah	S8	SWW	An-12 (2)
South Airlines	YG	OTL	An-24 (1) An-30 (1) An-72 (1) L410 (1) Sf340 (3)
Ukraine Air Enterprise		UKN	Tu-134 (1)
Ukraine Airservice Airlines	9G	ASG	Il-76 (1)
Ukraine International	PS	AUI	737 (28) An-148 (3) E-Jet (2)
Ukraine State Flight Academy		UFA	L410 (1)
UM Air	UF	UKM	BAe 146 (1) DC-9 (2) MD-80 (1)
Universal-Avia		UAZ	L410 (3)
UTair Ukraine	QU		ATR 42 (5) ATR 72 (5) CRJ (2)
Veteran Airlines		VPB	An-12 (3)
Wind Rose Aviation Company	7W	WRC	A320 (9) An-24 (1)
Wizz Air Ukraine	WU	WAU	A320 (3)
Yuzhmashavia	2N	UMK	Il-76 (2)
Yuzhmashavia	2N	UMK	Yak-40 (1)
ZetAvia	ZK	ZAV	Il-76 (4)
United Arab Emirates A6			
Abu Dhabi Aviation		AXU	Dash 8 (6)
Air Arabia	G9	ABY	A320 (26)
Air Cess		ACS	An-72 (1) B1900 (2) Ce 406 (1) F27 (1)



Name	IATA	ICAO	Model and Count
Al Jaber Aviation		LJB	E-Jet (2)
Al Sayegh Airlines			747 (1)
AVE.com	P3	PHW	737 (3)
Eastern Express		LIS	IL-76 (3)
Eastern Skyjets	EE	ESJ	737 (3) J41 (1) DC-9 (1)
Emirates Airline	EK	UAE	747 (3) 777 (127) A330 (23) A340 (14) A380 (35)
Empire Aviation Group FZCO		MJE	Ce 208 (1)
Etihad Airways	EY	ETD	747 (3) 777 (19) A300 (1) A320 (19) A330 (26) A340 (11)
Falcon Aviation Services		FVS	E-Jet (1)
Falcon Express Cargo Airlines			B1900 (7) F27 (1)
Farnas Aviation Services		RAF	An-32 (1)
Fazza Sky			DHC-6 (1)
flydubai	FZ	FDB	737 (30)
Global Jet Ltd	7G	GBG	737 (3)
Maximus Air Cargo		MXU	An-124 (1) IL-76 (2)
Midex Airlines	MG	MIX	747 (3) A300 (5) CV-340 (1)
RAK Airways	RT	RKM	737 (1) A320 (2)
Rotana Jet	RG		ERJ 145 (2)
Royal Jet		ROJ	Gulfstream (1)
Rus Aviation	RLB		A300 (2) An-12 (2) IL-76 (6)
Seawings			Ce 208 (3)
SKA Air & Logistics (SkyLink Arabia)			727 (1)
Transliz Aviation [UAE]	TLZ		An-12 (5)
United Arab Emirates Air Force			A330 (1) Dash 8 (1)

Name	IATA	ICAO	Model and Count
United Kingdom G			
Aerodynamics Ltd [UK]		ADL	Ce 208 (2)
Air Atlantique		AAG	DC-6 (1)
Air Scandic			L1011 (1)
Atlantic Airlines		NPT	737 (2) ATP (11) Electra (1)
Aurigny Air Services	GR	AUR	ATR 72 (3) BN-2A (6)
AV Cargo	Z3	SMJ	DC-10 (2) MD-11 (2)
BA CityFlyer	CJ	CFE	E-Jet (14) S2000 (1)
BAE Systems (Corporate Air Travel) Ltd		BAE	BAe 146 (2)
Blue City Aviation		HFD	Metro (1)
Blue Islands	SI	BCI	ATR 42 (3) BN-2A (3) F50 (1) J31 (4)
bmi regional	BM	BMR	ERJ 145 (18)
B-n Group Ltd		1BN	BN-2A (1)
British Airways	BA	BAW	737 (19) 747 (55) 767 (21) 777 (52) 787 (2) A320 (111)
Cello Aviation		CLJ	BAe 146 (1)
Chevron Aircraft Maintenance Ltd			BAe 146 (1)
DHL Air UK	D0	DHK	757 (22) 767 (4)
Directflight		DCT	BN-2A (2)
Eastern Airways	T3	EZE	J41 (18) ERJ 145 (5) S2000 (7)
easyJet	U2	EZY	A320 (192)
Executive Jet Support Ltd		419	Gulfstream 1 (2)
Flybe	BE	BEE	Dash 8 (41) E-Jet (23)
Formula One Management Ltd		FOR	BAe 146 (2)
Hebridean Air Services		HBR	BN-2A (4)



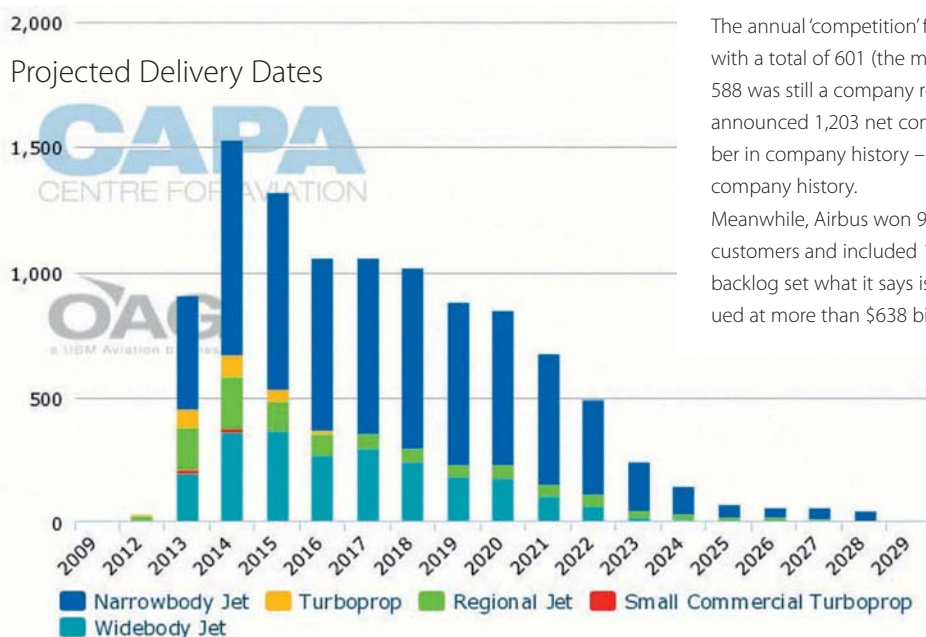


Name	IATA	ICAO	Model and Count
Isles of Scilly Skybus	IOS	BN-2A (3) DHC-6 (4)	
Jet2.com	LS	EXS	737 (38) 757 (11) A320 (1)
Linksair		LNQ	J31 (1)
Loch Lomond Seaplanes		SPB	Ce 208 (1)
Loganair	LM	LOG	328TP (6) BN-2A (2) DHC-6 (2) (6) SF340 (16)
Monarch Airlines	ZB	MON	757 (3) A300 (3) A320 (30) A330 (2)
North London Parachute Centre			DHC-6 (1)
QinetiQ			BAe 146 (2)
Royal Air Force	RR		A330 (3) BAe 146 (2)
Skydrift			Emb 110 (1)
Snowjet	ZT		BAe 146 (2)
Synergy Aviation		SYG	BN-2A (1)
Thomas Cook Airlines	MT	TCX	757 (15) 767 (3) A320 (11) A330 (2)
Thomson Airways	BY	TOM	737 (32) 757 (16) 767 (8) 787 (3)
Titan Airways	ZT	AWC	737 (4) 757 (2) 767 (1)
Virgin Atlantic Airways	VS	VIR	747 (12) A320 (4) A330 (10) A340 (19)
United States N			
ABX Air	GB	ABX	767 (33)
Aero Charter & Transport		CTA	Ce 208 (1)

Name	IATA	ICAO	Model and Count
Aerodynamics Inc		DNJ	ERJ 145 (2)
Aerosmith Penny Inc			B1900 (3)
Agro Air International		AHG	DC-8 (1)
Air 1st Aviation Companies Of Oklahoma		RUF	Mu-2 (1)
Air Azul	ZQ	LOC	Metro (1)
Air Cargo Carriers	ZQ	SNC	SD 360 (23)
Air Charter Express		ACE	L1011 (3)
Air Choice One	3E		Ce 208 (4)
Air Now		RLR	Ce 208 (2) Emb 110 (9)
Air Sunshine	YI	RSI	B1900 (1) Emb 110 (1) SF340 (1)
Air Tahoma		HMA	CV-240 (2) CV-340 (3)
Air Wisconsin	ZW	AWI	CRJ (71)
Airborne Services Global			Dash 8 (1)
AirNet Express		USC	Ce 208 (13) Learjet (15)
AirTran	FL	TRS	717 (88) 737 (41)
Alaska Airlines	AS	ASA	737 (128)
Alaska Central Express	KO		B1900 (5)
Allegiant Air	G4	AAY	757 (6) A320 (4) MD-80 (58)
Aloha Air Cargo	KH		737 (4) SF340 (2)
Alpine Air Express		AIP	B99 (13) B1900 (13)
American Airlines	AA	AAL	737 (213) 757 (102) 767 (69) 777 (55) MD-80 (196)
American Eagle Airlines	MQ	EGF	CRJ (47) ERJ 145 (197)
Ameriflight		AMF	B99 (55) B200 (1) B1900 (22) Emb 120 (8) Learjet (5) Metro (44)



ORDERS / DELIVERIES 2012



The annual 'competition' for aircraft deliveries was won by Boeing in 2012 with a total of 601 (the most since 1999). However, the Airbus figure of 588 was still a company record for a single year. The US manufacturer also announced 1,203 net commercial aircraft orders – the second-largest number in company history – and has a backlog of 4,373 airframes – the most in company history.

Meanwhile, Airbus won 914 new orders and its 588 deliveries were to 89 customers and included 17 to new (Airbus) operators. The manufacturer's backlog set what it says is a new industry-wide record of 4,682 aircraft valued at more than \$638 billion.

Manufacturer	Deliveries	Orders	Backlog
Airbus	588	914	4,682
ATR	64	115	221
Boeing	601	1,203	4,373
Bombardier	233	481	n/k
Embraer	106	185	1,093
Mitsubishi	nil	100	165
Sukhoi	8	6	220

(Source – manufacturers' websites as of end January 2013.)



Name	IATA	ICAO	Model and Count
Amerijet International	M6	AJT	727 (3) 767 (3)
Ameristar Air Cargo			DC-9 (3) Learjet (1)
Ameristar Jet Charter		AJI	737 (1) B90 (1) B200 (2) Falcon 20 (11) Learjet (11) MD-80 (2) Pa-31T (1)
Arctic Circle Air Service		CIR	SD 330 (2)
Asia Pacific Airlines		MGE	727 (3)
Astar Air Cargo	ER	DHL	727 (14)
ATI - Air Transport International	8C	ATN	757 (7) 767 (7) DC-8 (5)
Atlas Air	5Y	GTI	747 (23) 767 (10)
Aurora Aviation Inc		AUU	Ce 208 (1)
Aviation Ventures			328TP (1)
Baltia Air Lines		BTL	747 (1)
Basler Airlines		BFC	DC-3T (1)
BAX Global	8W		B1900 (1)
Bemidji Airlines	CH	BMJ	B90 (1) B99 (11) Metro (3)
Bering Air	8E	BRG	B200 (2) B1900 (2) Ce 208 (5)
Berry Aviation		BYA	328TP (2) Dash 8 (3) Metro (12)
Big Island Air		BIG	Ce 208 (1)
Bighorn Airways		BHR	C212 (3) Do228 (3)
Boutique Air	4B		B99 (2) Metro (21)
Brickell Asset Management		5BK	757 (1)
Business Aircraft Leasing Inc		3BA	J41 (2)
Business Aviation Courier		DKT	Metro (6)
C & M Airways		RWG	CV-340 (1) DC-9 (1)
C & M Aviation			B100 (1)
California Pacific Airlines			E-Jet (1)
Cape Air	9K	KAP	ATR 42 (2)
Carolina Sky Sports			DHC-6 (1)
Castle Aviation		CSJ	Ce 208 (4)
Catalina Flying Boats		CBT	Ce 208 (1)
Centurion Cargo	WE	CWC	747 (1) MD-11 (4)

Name	IATA	ICAO	Model and Count
Channel Islands Aviation		CHN	BN-2A (2)
Charter America Holdings Inc		SCA	727 (1)
Chautauqua Airlines	RP	CHQ	ERJ 145 (70)
Cherry Air		CCY	Falcon 20 (2)
Comair	OH	COM	CRJ (23)
Commutair	C5	UCA	Dash 8 (21)
Compass Air V LLC			Emb 120 (2)
Compass Airlines	CP	CPZ	E-Jet (42)
Conocophillips Alaska Inc		PDD	737 (1) C212 (1) DHC-6 (1)
Corporate Air		CPT	B200 (1) B1900 (4) SD 330 (1)
Corporate Flight		VTE	J31 (4) J41 (1)
Creative Aviation		4LJ	Learjet (1)
CSA Air Inc		IRO	Ce 208 (25)
Delta Air Lines	DL	DAL	737 (83) 747 (16) 757 (159) 767 (92) 777 (18) A320 (125) A330 (32) DC-9 (31) MD-80 (171)
Derco Aerospace Inc		56D	Hercules (1)
Desert Sand Aircraft Leasing Company Inc		3DS	DHC-6 (3)
Dynamic Airways		DYA	767 (2)
Elan Express		ELX	727 (1) 757 (1) 767 (1)
Elite Airways			CRJ (1)
Emerald Coast Air Inc			DHC-6 (1)
Engage Aviation LLC		3B7	737 (1) MD-80 (2)
EP Aviation LLC			Dash 8 (1) Metro (1)
Epps Air Service Inc		EPS	B200 (1) PC-12 (1)
Era Aviation	7H	ERH	B1900 (3) Dash 8 (7)
Erickson Aviation			MD-80 (1)
Evergreen Helicopters Inc	EZ		B1900 (5) C212 (6) J31 (2)
Evergreen International Airlines		EIA	747 (13)
Everts Air Cargo		VTS	C-46 (2) Ce 208 (1) DC-6 (8) DC-9 (5) Emb 120 (3) MD-80 (1)





Name	IATA	ICAO	Model and Count
ExpressJet Airlines	XE	BTA	CRJ (170) ERJ 145 (249)
Falcon Air Express		FAO	MD-80 (2)
FedEx	FX	FDX	757 (62) 777 (23) A300 (51) A310 (55) ATR 42 (10) ATR 72 (7) Ce 208 (212) DC-10 (66) MD-11 (63)
Flightstar Group Inc		5FL	727 (1)
Flightworks			328JET (1)
Flightworks Inc		FWK	Sf340 (1)
Florida Air Transport Inc		FBN	DC-4 (1) DC-6 (1)
Florida West International Airways	RF	FWL	767 (2)
Flying Colours Corp			CRJ (2)
Freefall Adventures Inc			DHC-6 (1)
Freight Runners Express		FRG	B99 (10) B1900 (2)
Frontier Airlines	F9	FFT	A320 (54)
Frontier Flying Service	2F	FTA	B1900 (9)
GB Airlink Inc		GBX	Skyvan (1)
GeorgiaSkies			Ce 208 (3)
go! Mokulele	MW	BUG	Ce 208 (3) CRJ (5)
GoJet	G7	GJS	CRJ (43)
Grand Canyon Airlines		CVU	DHC-6 (14) Kodiak (1)
Great Lakes Aviation	ZK	GLA	B1900 (28) Emb 120 (6)
Grecoair Inc		2DT	727 (1)
Gulf & Caribbean Air		TSU	727 (4) CV-340 (13) Falcon 20 (6)
Hageland Aviation Services	H6	HAG	Ce 208 (17) Ce 406 (4)

Name	IATA	ICAO	Model and Count
Hawaiian Airlines	HA	HAL	717 (18) 767 (14) A330 (13) ATR 42 (1)
Horizon Air	QX	QXE	Dash 8 (50)
IBC Airways	II	CSQ	ERJ 145 (2) Metro (6) Sf340 (12)
Iliamna Air Taxi	V8	VAS	An-12 (3)
Island Air	WP	PRI	ATR 72 (2) Dash 8 (4) Sf340 (1)
Island Air Charters Inc		ILF	BN-2A (2)
Island Air Service	20		BN-2A (2)
Island Airlines	IS	ISA	Ce 208 (1)
JetBlue Airways	B6	JBU	A320 (127) E-Jet (58)
Jim Hankins Air Service		HKN	Skyvan (1)
Kaiserair		KAI	737 (1)
Kalitta Air	K4	CKS	747 (21)
Kalitta Charters		KFS	Falcon 20 (8) Learjet (11)
Kalitta Charters II LLC			727 (7) DC-9 (2)
Kapowsin Air Sports Ltd			DHC-6 (1)
Kenmore Air	M5	KEN	Ce 208 (3)
Key Lime Air		LYM	328JET (3) Emb 120 (1) Learjet (1) Metro (21)
Kingfisher Air Service		BEZ	Ce 208 (3)
Kolob Canyons Air Services		KCR	J31 (1) Metro (2)
L-3 Communications			Dash 8 (1)
Linear Air		HPN	Ce 208 (1)
Lynden Air Cargo	L2	LYC	Hercules (4)
Martinaire		MRA	B1900 (3) Ce 208 (33) Metro (4)

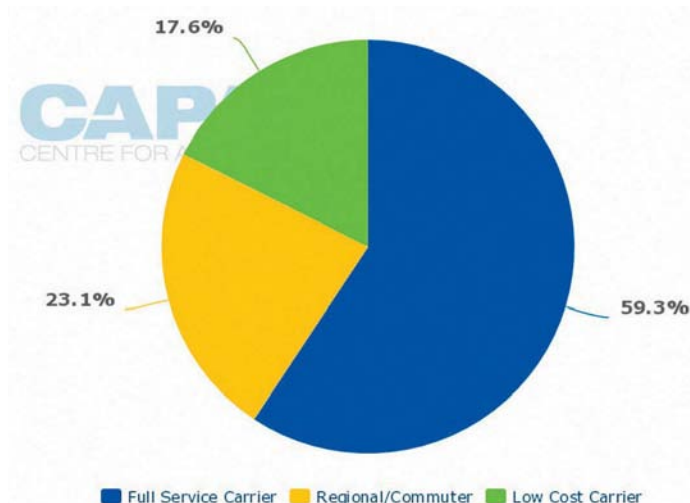
FINANCIALS

AT A GLANCE

In 2013, airlines are forecasted to earn \$12.7 billion in net profit, compared to the \$7.6 billion in 2012. However, on overall combined revenues of \$711 billion, this gives just a 1.8% net profit margin. According to ICAO figures, this year airlines will earn on average just \$4 profit per passenger carried.

On a positive note, fuel prices are expected to stabilise at an average of \$127 per barrel – although this represents an increase of 55% since 2006 – any further rises will put even greater pressure on already stretched balance sheets. In this highly competitive business, cost increases such as fuel and taxes have been extremely difficult to re-coup, especially as average seat prices continue to fall – they are a third lower than they were 20 years ago. Airlines must continue to transform themselves, examining every aspect of their business to find ways to become even more efficient and profitable, while still creating more value for their customers.

The chart on the right represents the fleet breakdown by type and shows that full service carriers still have the majority of the market at 59.3%, although low cost carriers now command 17.6% and regional/commuters 23.1%.



Name	IATA	ICAO	Model and Count
McNeely Charter Service		MDS	Ce 208 (1) Metro (1) SD 330 (1)
Mesa Airlines	YV	ASH	CRJ (67) Dash 8 (4)
Miami Air International	LL	BSK	737 (5)
Mid-Atlantic Freight		MSF	Ce 208 (4)
Mile Hi Skydivers Inc			DHC-6 (1)
Mission Aviation Fellowship		MAF	B200 (1) Ce 208 (24) DHC-6 (3) Kodiak (8) PC-12 (1)
Mountain Air Cargo		MTN	ATR 42 (10) ATR 72 (8) SD 330 (2)
NASA			DHC-6 (1)
National Airlines		NCR	747 (2) 757 (1) J31 (4)
Neptune Aviation Services			BAe 146 (1)
New England Airlines	EJ	NEA	BN-2A (3)
New Mexico Airlines			Ce 208 (1)
North American Airlines	NA	NAO	767 (3)
North Star Air Cargo		SBX	Skyvan (5)
Northern Air Cargo	NC	NAC	737 (5)
Omni Air International	OY	OAE	757 (1) 767 (6) 777 (2)
Pacific Wings	LW	NMI	Ce 208 (4)
Paragon Air Express			Ce 208 (4)
Paramount Jet	U3		J31 (2)
Penair	KS	PEN	Ce 208 (5) Sf340 (10)
Perris Valley Aviation			DHC-6 (2)
Phoenix Air [USA]		PHA	Emb 120 (2) Gulfstream 1 (10)
Piedmont Airlines		PDT	Dash 8 (43)
Pinnacle Airlines	9E	FLG	CRJ (197)
Planemasters Ltd		PMS	Ce 208 (8)
Polar Air Cargo	PO	PAC	747 (9)
Prescott Support Company		PSK	Cn-235 (1) Hercules (1)
Priority Air Charter LLC		PRY	Ce 208 (5)
ProMech Air	Z3		IL-76 (1)
Providence Air Charter Inc			CV-240 (1)
PSA Airlines		JIA	CRJ (49)
Raeform Aviation Inc			DHC-6 (1)
Rampart aviation LLC			DHC-6 (2)
Republic Airlines	RW	RPA	Dash 8 (4) E-Jet (75)
Rhoades Aviation		RDS	CV-240 (1)
Ross Aviation		NRG	Do228 (1) Emb 120 (1)
Royal Air Freight		RAX	B100 (1) Emb 110 (4) Falcon 20 (5) Learjet (20)
Ryan Air Services	7S	RYA	C212 (3) Skyvan (1)
Salmon Air		MBI	BN-2A (1) Kodiak (1)
Shuttle America	SS	TCF	E-Jet (60)
Sierra Pacific Airlines	SI	SPA	737 (2)
Sierra West Airlines		PKW	Falcon 20 (2) Learjet (3) Metro (11)
Silver Airways	3M	GFT	B1900 (19) Sf340 (10)
Sky King		SGB	737 (6)

Name	IATA	ICAO	Model and Count
Sky Lease Cargo	WI	TDX	MD-11 (1)
Sky Limo Air Charter		LMO	J41 (1)
Skydive Arizona			DHC-6 (2)
Skydive Spaceland			DHC-6 (1)
Skylease Cargo	GG	KYE	MD-11 (6)
SkyWay Enterprises	KI	SKZ	DC-9 (1) SD 360 (6)
SkyWest Airlines	OO	SKW	CRJ (279) Emb 120 (40)
Southern Air Inc.	9S	S00	747 (4) 777 (4)
Southwest Airlines	WN	SWA	737 (683)
Speed Star Express			DHC-6 (2)
Spirit Airlines	NK	NKS	A320 (50)
Star Dynamics Aviation LLC		5X9	707 (1)
Suburban Air Freight		SUB	B99 (4) B1900 (3) Ce 208 (3)
Sun Country	SY	SCX	737 (16)
Swift Air	Q7	SWQ	737 (2) 767 (1)



Name	IATA	ICAO	Model and Count
Tar Heel Aviation		THC	Ce 208 (1)
Telford Aviation Inc		TEL	Ce 208 (4)
Tradewind Aviation	TJ		Ce 208 (1)
Trans States Airlines	AX	LOF	ERJ 145 (24)
TransAir		MUI	CV-340 (1) SD360 (7)
TransNorthern		TNV	B99 (1) Metro (2)
Ultimate Jetcharters		UJC	328JET (8)
United Airlines	UA	UAL	737 (242) 747 (24) 757 (151) 767 (51) 777 (74) 787 (6) A320 (152)
United Nations			CRJ (5) Dash 8 (2)
United States Air Force			328TP (2)
United States Army			DHC-6 (4)





Name	IATA	ICAO	Model and Count
Unknown (United States)			737 (1)
Unknown (United States)			BAe 146 (1)
Unknown (United States)			328TP (1)
Unknown (United States)			328JET (1)
UPS Airlines	5X	UPS	747 (13) 757 (75) 767 (56) A300 (53) MD-11 (38)
US Airways	US	USA	737 (29) 757 (24) 767 (10) A320 (248) A330 (18) E-Jet (20)
US Department of State			Dash 8 (1)
USA Jet Airlines		JUS	DC-9 (10) Falcon 20 (3) MD-80 (2)
Vertical Air Inc			DHC-6 (1)
Virgin America	VX	VRD	A320 (53)
Vision Airlines	V2	RBY	328TP (2) 737 (3) Do228 (5)
Warbelow's Air Ventures	4W	WAV	Ce 208 (1)
Watermakers Air		WMA	Ce 208 (1)

Name	IATA	ICAO	Model and Count
Western Air Express		WAE	Metro (3)
Wiggins Airways		WIG	B99 (11) Emb 110 (3)
Wings Aviation		TWD	B1900 (1)
World Airways	WO	WOA	747 (2) MD-11 (7)
World Atlantic Airlines		SFG	MD-80 (3)
Wright Air Service	8V	WRF	Ce 208 (5)
Xtra Airways	XP	CXP	737 (4)

Uruguay CX			
Aeromas		MSM	Ce 208 (1) Emb 110 (1)
Air Class	QD	ASS	727 (1) Metro (4)
BQB Lineas Aereas	5Q	BQB	ATR 72 (3)

Uzbekistan UK			
Avialeasing Aviation Company		TWN	An-12 (3) An-26 (3)
Silk Road Cargo Business			A300 (2)
TAPC Aviatrans		CTP	An-12 (1) Il-114 (1) Il-76 (4)
Uzbekistan Airways	HY	UZB	757 (5) 767 (8) A310 (5) A320 (9) An-24 (7) BAe 146 (3) Il-114 (7) Il-76 (12) Yak-40 (5)

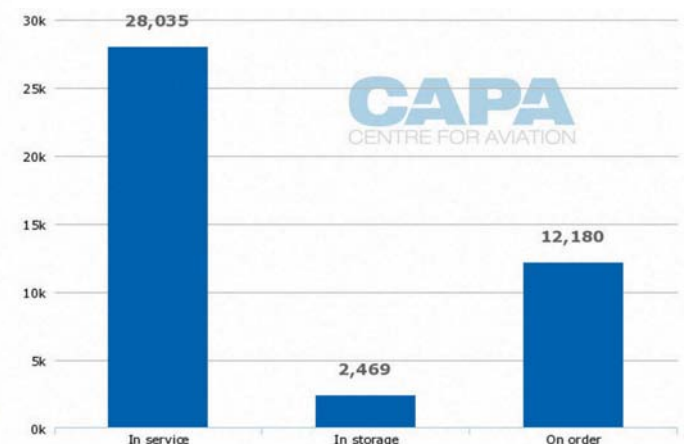
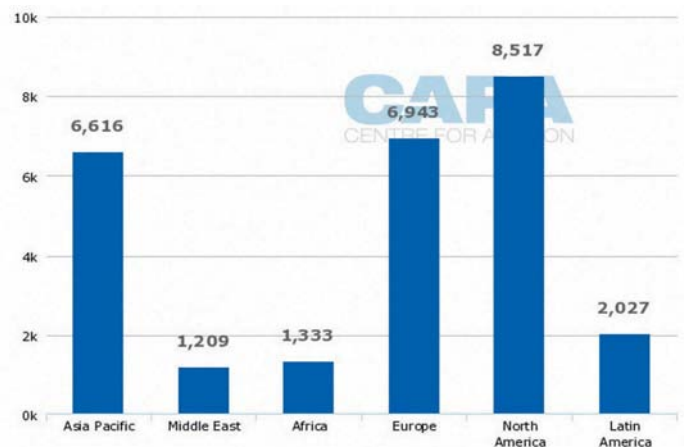
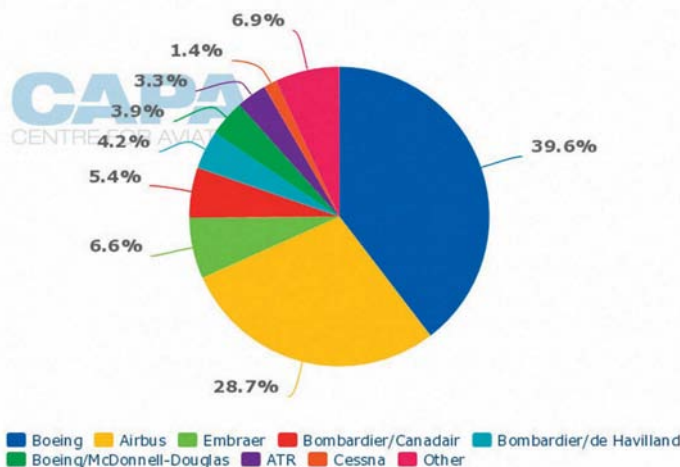
Vanuatu YJ			
Air Vanuatu	NF	AVN	737 (1) ATR 72 (1) BN-2A (2) DHC-6 (1) Y-12 (3)

Venezuela YV			
Aerojefecivos [Venezuela]		VEJ	DC-6 (1)
Aeropostal	VH	LAV	DC-9 (4) MD-80 (4)
Aserca Airlines	R7	OCA	DC-9 (17) MD-80 (3)
AVIOR	9V	ROI	737 (10) B1900 (10) Ce 208 (1) F50 (1)
Comeravia		CVV	L410 (4) SD 360 (1)
CONVIASA	VO	VCV	737 (7) A340 (1) ATR 72 (2) CRJ (4) Dash 7 (2) E-Jet (6)
El Sol De America		ESC	L410 (1)
Estelar		ETR	737 (4)
Kavok Airlines			J31 (1)
LASER	QL	LER	DC-9 (4) MD-80 (5)
LTA - Linea Turistica Aereotuy		TUY	ATR 42 (2) Ce 208 (1) Dash 7 (1)

GLOBAL FLEETS



As of July 22, 2013, the global fleets of commercial aircraft were as follows:





Name	IATA	ICAO	Model and Count
Perla Airlines			MD-80 (2)
Rutaca		RUC	737 (9) Ce 208 (2)
SBA Airlines	S3	BBR	757 (2) 767 (2) ATR 42 (5) Ce 208 (2) DC-9 (1) MD-80 (4)
Solar Cargo		OLC	An-26 (2)
Sundance Air (Venezuela)		SUV	L410 (4)
Transaven		VEN	BN-2A (1) L410 (5)
Transcarga International Airways		TIW	Emb 120 (2)
Unknown (Venezuela)			B1900 (1)
Venezolana		VNE	737 (5) J31 (4) J41 (4) MD-80 (1)
Vensecar International	V4	VEC	ATR 42 (1) 727 (4)
Vietnam VN			
Jetstar Pacific	BL	PIC	A320 (5)
Vietnam Air Service	OV	VFC	ATR 72 (2) A320 (8)
Vietnam Airlines	VN	HVN	777 (10) A320 (49) A330 (9) ATR 72 (12) F28 (2)
Yemen 70			
Felix Airways	FO	FXN	CRJ (4)
Yemen Air Force			IL-76 (2)
Yemenia	IY	IYE	A310 (3) A320 (2) A330 (2) DHC-6 (2) Dash 7 (2) Dash 8 (3) Hercules (2)
Zambia 9J			
Airwaves Airlink		WLA	BN-2A (1) Ce 208 (1)
Proflight Zambia	PO	PFZ	737 (1) BN-2A (3) Ce 208 (1) J31 (1) J41 (1)

Name	IATA	ICAO	Model and Count
Unknown (Zambia)			B1900 (1)
Unknown (Zambia)			J41 (1)
Zambezi Airlines	ZJ	ZMA	CRJ (1)
Zambian Airways	Q3	MBN	BN-2A (2)
Zambia Skyways	K8	ZAK	B90 (1)
Zimbabwe Z			
Air Zimbabwe	UM	AZW	767 (1) A320 (2) ERJ 145 (2) Y-7 (2)
Rainbow Airlines		TZR	An-26 (1) L410 (5)
Solenta Aviation [Zimbabwe]	SL		Ce 208 (1)



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BOEING B747-8 INTERCONTINENTAL - A PERSONAL VIEW

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Operator Name	IATA ICAO	Owner Name	IATA ICAO	Sublessor Name	IATA ICAO	Model	Variant	Serial	Manufactured	Tail	Engine	Latest Event	Role	Note	Effective
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	2297	Aug-2004	ZK-OJ1	International Aero Engines V2527-A5	Returned	Passenger		29-Mar-2008
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	2533	Jul-2005	ZK-OJM	International Aero Engines V2527-A5	Returned	Passenger		29-Mar-2008
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air New Zealand	NZ ANZ	n/a	n/a	Airbus A320	A320-200	n/a	n/a	n/a	International Aero Engines V2527-A5	Ordered	Passenger		18-Dec-2009
Air New Zealand	NZ ANZ	Air Lease Corporation	n/a	n/a	n/a	Airbus A320	A320-200	4584	Dec-2011	ZK-OJQ	International Aero Engines V2527-A5	Leased	Passenger		21-Feb-2011
Air New Zealand	NZ ANZ	Air Lease Corporation	n/a	n/a	n/a	Airbus A320	A320-200	4583	Nov-2010	ZK-OAB	International Aero Engines V2527-A5	Leased	Passenger		27-Jan-2011
Air New Zealand	NZ ANZ	Babcock & Brown Aircraft Management Inc.	n/a	n/a	n/a	Airbus A320	A320-200	2445	Apr-2005	ZK-OJK	International Aero Engines V2527-A5	Leased	Passenger		3-May-2012
Air New Zealand	NZ ANZ	Boc Aviation Pte Ltd.	n/a	n/a	n/a	Airbus A320	A320-200	4884	Sep-2011	ZK-OJR	International Aero Engines V2527-A5	Leased	Passenger		9-Nov-2011
Air New Zealand	NZ ANZ	Boc Aviation Pte Ltd.	n/a	n/a	n/a	Airbus A320	A320-200	4926	Oct-2011	ZK-OJS	International Aero Engines V2527-A5	Leased	Passenger		13-Dec-2011

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